

Appendix B: Detailed Route Option Summary Sheets

The Project Team prepared route option summary sheets for each of the 45 potential route options that detailed the benefits, challenges, rights of way impacts, environmental impacts, and costs of each route. The summary sheets also presented a map of each route, photos of existing conditions, and renderings and diagrams of trail development concepts. These sheets were designed to give as much detail as possible in an easily digested format, so that options could be easily compared and contrasted.

The Steering Committee met on September 24, 2019, to review and discuss the recommended route sections. The route sheet summaries for all potential route options, as well as recommendations, were presented by the Project Team. The recommendations were developed after reviewing all associated data, stakeholder input, and public comment collected during the study. The preferred route was selected by consensus by the project Steering Committee after thorough discussion and some minor alterations to routes or concepts.

The 45 route option sheets are presented in this appendix as they were presented to the Steering Committee, and the route sections that were ultimately preferred by the committee are indicated as such. Please note that the 10 route sections that are presented in the route summary sheets do not coincide with the route sections presented in the narrative. Minor alterations (made at the behest of the Steering Committee) are presented in the preferred route narratives in the report that are not presented in the route option summary sheets.

These route summary sheets are presented to provide additional details of all studied route options that were not able to be presented in the route discussion chapter in the report. Be aware that route section cost estimates for the preferred route were refined further during report development, and route sheet option costs may not exactly reflect the final cost estimates presented in the report or in Appendix A.

Bogue Road to Route 118 Park & Ride

Safety and
Suitability
Matrix Score
54

Route Option 1

Begins at future NRG trailhead and follows Bogue Road west and over Naugatuck River via existing bridge as shared-use path with potential pedestrian improvements. Then south along South Main Street and Thomaston Road a separate roadside bi-directional path on the west side of the road, connecting to the Route 118 Park & Ride parking lot.

Benefits

- Entire route is presumed to be within public ROW
- Access to Thomaston Rd businesses

Challenges

- Requires extension of existing culvert under Thomaston Rd near Bogue Rd
- Requires coordination with several commercial property owners
- Bogue Road Bridge improvements
- Need safe crossing of Thomaston Rd/ South Main St at two locations

Right-of-Way Impact

Low – No anticipated impacts to private right-of-way

Environmental Impact

Low – Culvert extension along Thomaston Road @ Bogue Road intersection.

Estimated Costs

Trail Construction:	\$1,250,000
Bridge Construction:	\$0
Engineering Design:	\$150,000
Total:	\$1,400,000



Bogue Road to Route 118 Park & Ride

Route Option 2

Begins at future NRG trailhead and travels east along Bogue Road as separated bidirectional path then turns south along State Route 8 toe of slope and east of the O&G Harwinton Gravel Yard to the existing Route 118 Park & Ride parking lot.

Safety and
Suitability
Matrix Score
68

Benefits

- Entire route presumed to be on State or Local ROW
- Avoids Thomaston Road

Challenges

- Requires extension of existing culvert under State Route 8
- Safe separation needed on Bogue Road
- Some steep topography

Right-of-Way Impact

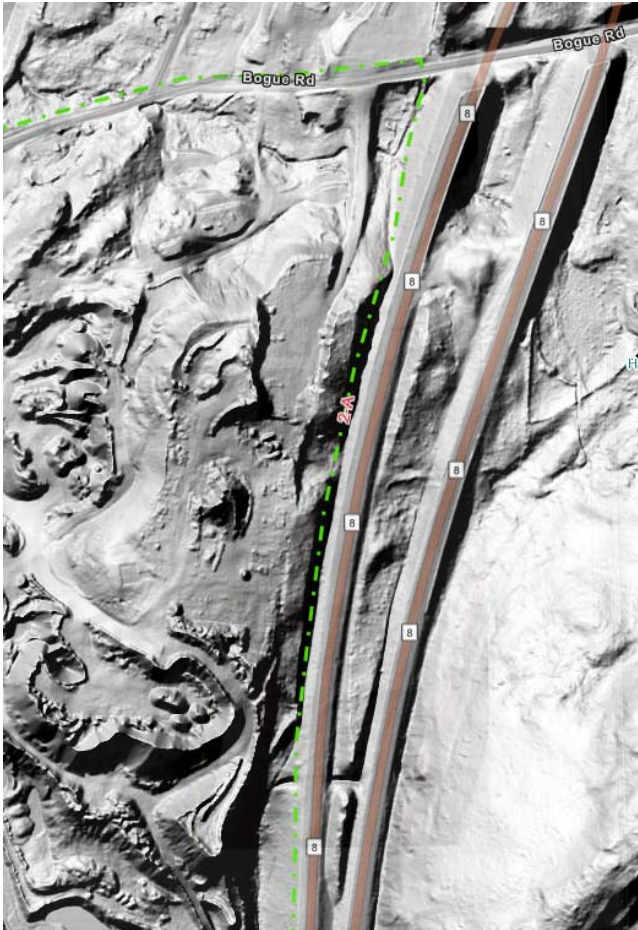
Low - Requires access easement from State

Environmental Impact

Moderate – Trail traverses along existing drainage swale and across headwall of culvert that passes under State Route 8. May encroach upon wetlands.

Estimated Costs

Trail Construction:	\$2,700,000
Bridge Construction:	\$0
Engineering Design:	\$324,000
Total:	\$3,024,000



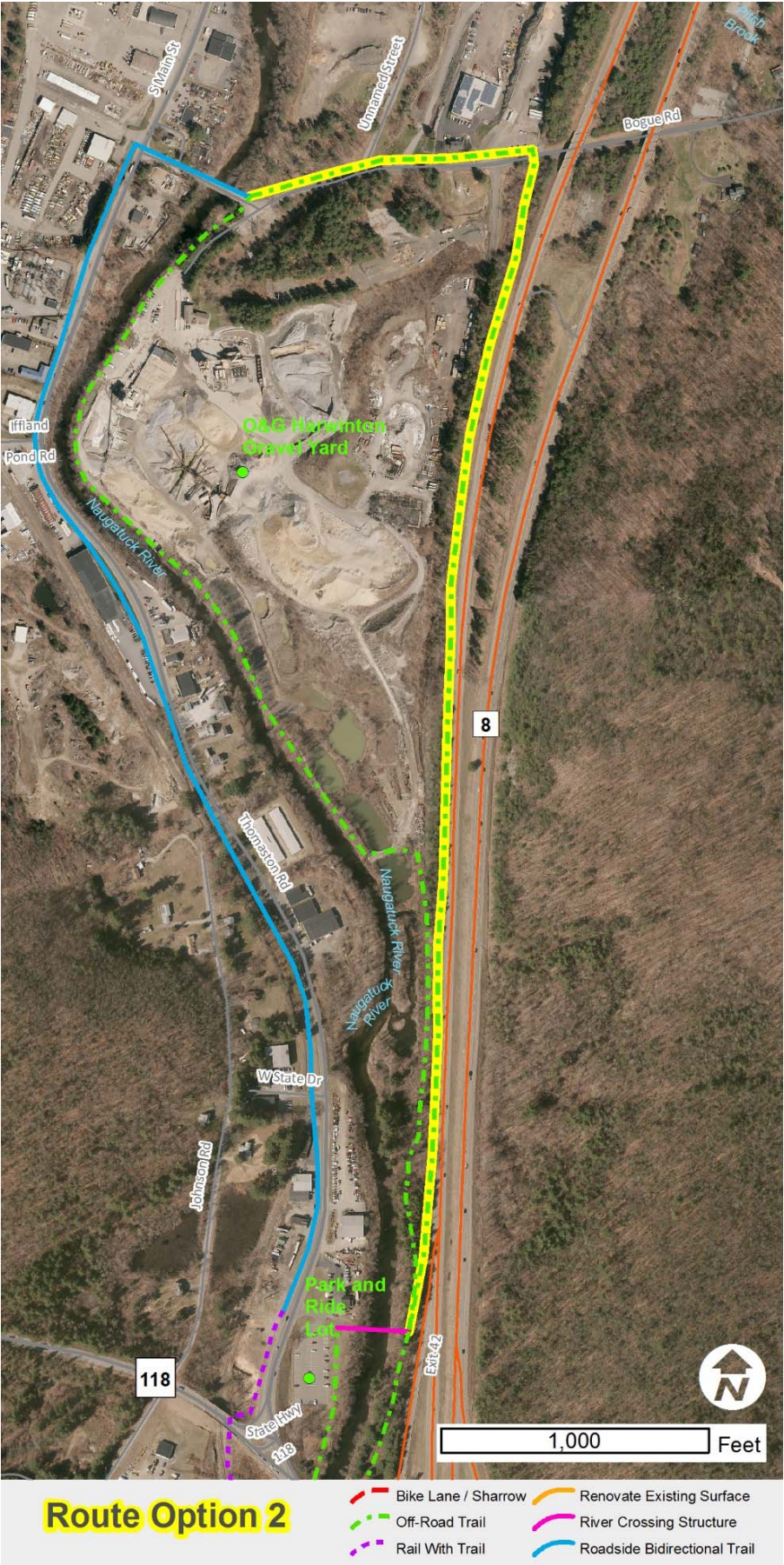
Potentially difficult terrain along Route 8



Bogue Road looking west



Existing access road from Bogue Road



Bogue Road to Route 118 Park & Ride

Safety and
Suitability
Matrix Score
66

Route Option 3 – Preferred Route

Begins at Torrington’s future NRG Trail terminus. Crosses Bogue Road onto O&G property and travels parallel to the O&G Driveway. Traverses along containment berm between the O&G operation and the Naugatuck River separated by elevation and fencing from the gravel yard. The path then traverses along the east side of the Naugatuck River to the existing Park & Ride.



Entrance to O&G



O&G existing



Artist’s rendering of trail along berm between River and O&G facility

Benefits

- Utilizes existing containment berm on O&G property to elevate path away from truck operations
- Close to river
- Avoids Thomaston Road
- Potential for partnership with O&G

Challenges

- Requires easement and cooperation from O&G
- Bridge required to access Park and Ride
- Safe crossing of Bogue Road

Right-of-Way Impact

Moderate to High – Will require easement and cooperation from O&G

Environmental Impact

Moderate to High– Trail would sit on top of an existing berm separating the O&G facility from the Naugatuck River. May encroach upon wetlands at points.

Estimated Costs

Trail Construction:	\$2,425,000
Bridge Construction:	\$0
Engineering Design:	\$291,000
Total:	\$2,716,000



Route Option 3

- Bike Lane / Sharrow
- Off-Road Trail
- Rail With Trail
- Renovate Existing Surface
- River Crossing Structure
- Roadside Bidirectional Trail

Route 118 Park & Ride to Structure X-1

Route Option 4

Separated bidirectional path along Thomaston Road, graded down to pass under the Route 118 overpass, joining the rail ROW. Trail separation from the active rail line will be accomplished through fencing and other physical separation methods to ensure user safety and rail security. There is potential to provide a connection to East Litchfield with a pedestrian bridge over the rail.

Safety and Suitability Matrix Score 85

Benefits

- Presumed to be within public ROW
- Access to the Route 118 park and ride and the Naugatuck Railroad
- Potential access to a revived East Litchfield train station

Challenges

- Requires separation between trail users and active railroad
- Safe at-grade pedestrian crossing of Thomaston Road needed to access park and ride

Right-of-Way Impact

Low - Requires access easement from CT DOT

Environmental Impact

Low – along existing infrastructure

Estimated Costs

Trail Construction:	\$875,000
Bridge Construction:	\$630,000
Engineering Design:	\$231,000
Total:	\$1,716,000



Route 118 overpass from East Litchfield Station Area



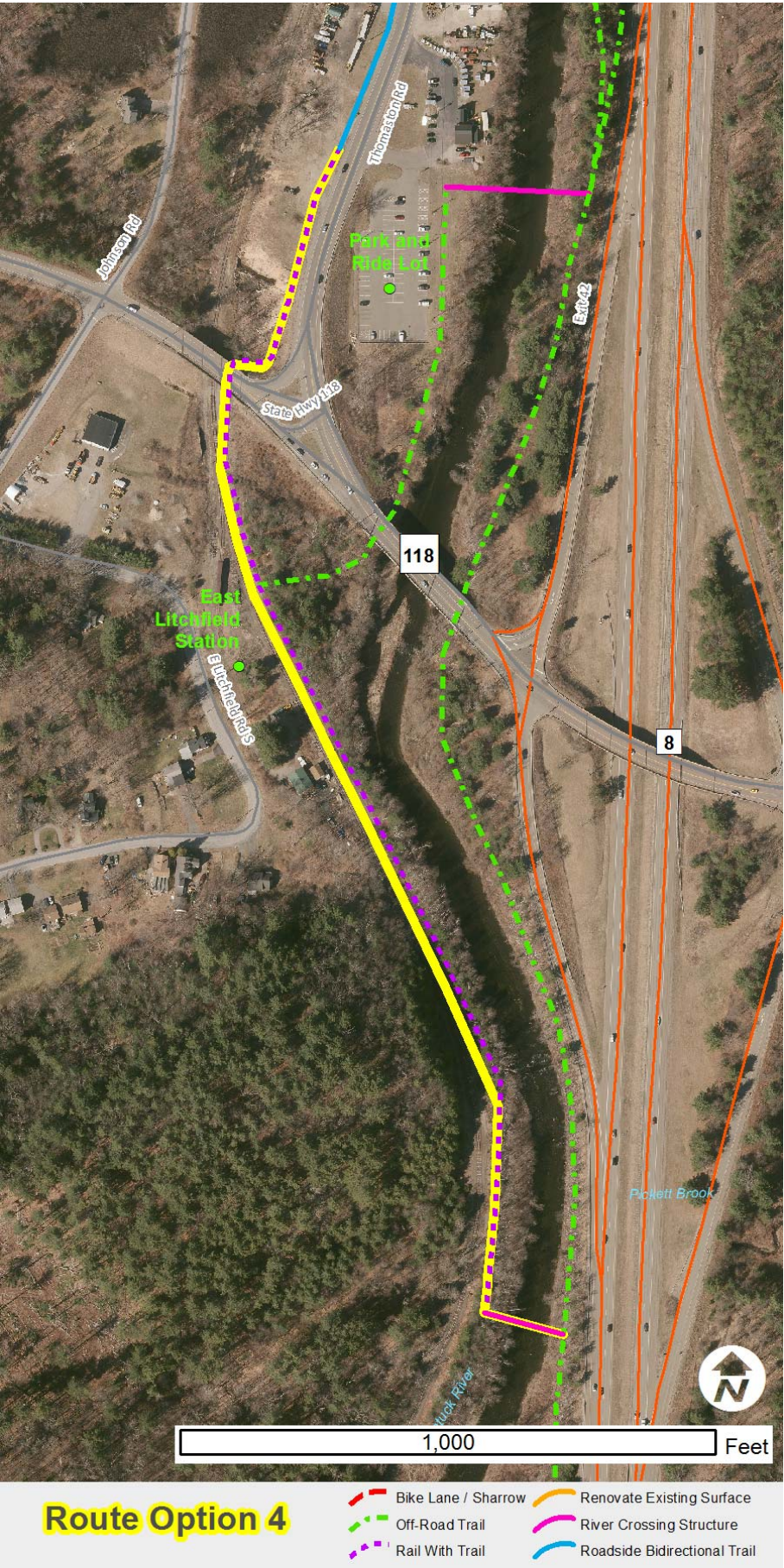
Looking North at Rte 118 Overpass – Trail would pass to the right of the pier to the right



Looking South along active rail From E. Litchfield Station area. Trail would run parallel on the left.



Google Streetview of Thomaston Road. Looking South. A crossing from the Park and Ride may be necessary to access trail.



Route 118 Park & Ride to Structure X-1

Route Option 5 – Preferred Route

Begins at the existing Route 118 Park & Ride lot and traverses along the west side of the Naugatuck River, under the Route 118 overpass and along the east side of the active NRR as a separated rails-with trails path to a pinch point between the rail and river. Trail will be separated from the active rail line with fencing to ensure user safety and rail security.

Safety and Suitability Matrix Score 91

Benefits

- Connects to the existing Route 118 park & ride lot as a trailhead
- Avoids Thomaston Road
- Access to the Naugatuck Railroad
- Potential access to a revived East Litchfield train station

Challenges

- Requires a structure to traverse under the Route 118 overpass
- Will require separation between trail and active railroad

Right-of-Way Impact

Low - Requires access easement from ConnDOT

Environmental Impact

High – Requires new structure under Route 118 along River. There are also wetlands around Route 118 that may be impacted.

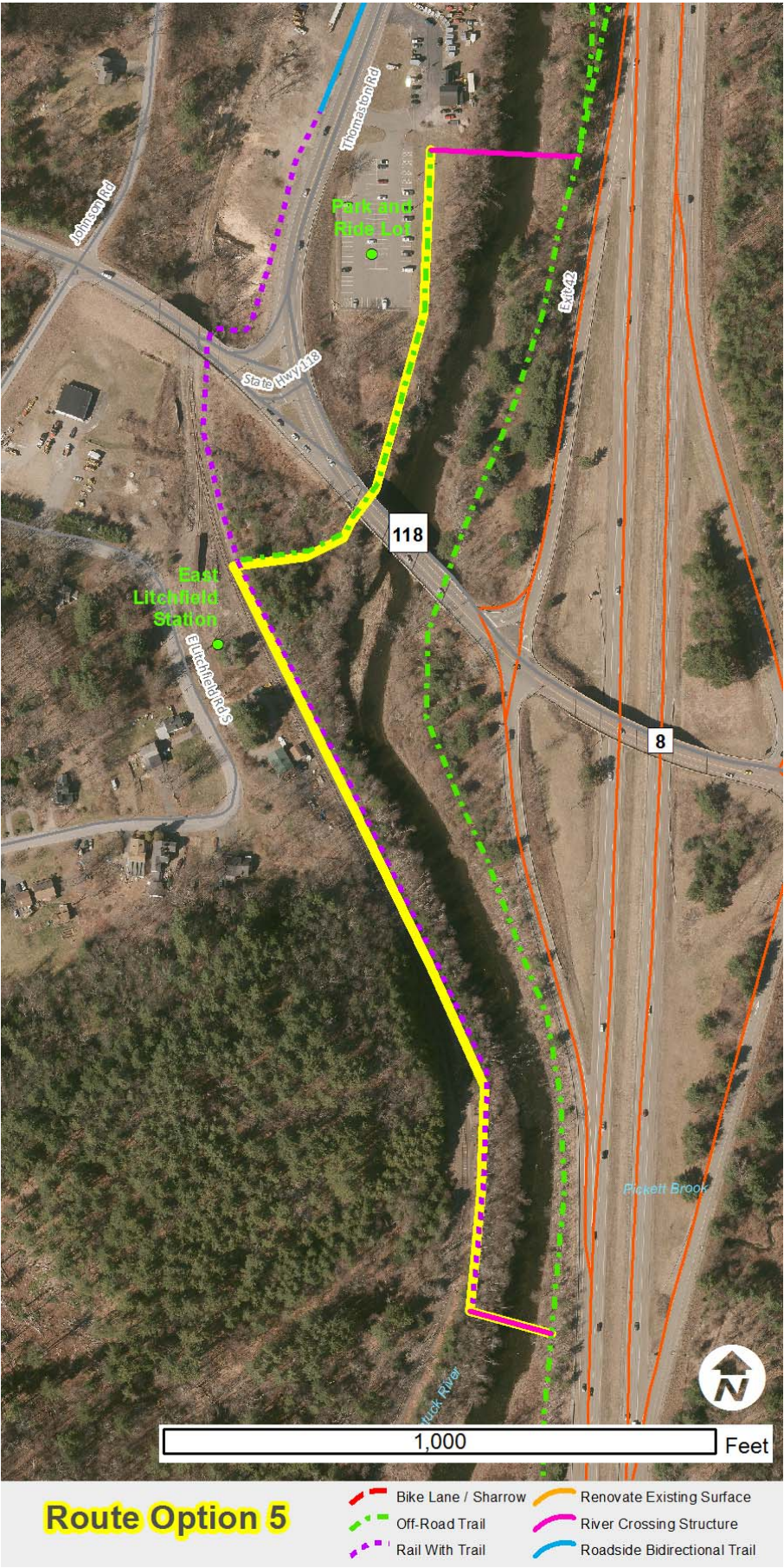
Estimated Costs	
Trail Construction:	\$1,065,000
Bridge Construction:	\$630,000
Engineering Design:	\$253,800
Total:	\$1,948,800



Looking North at Route 118 Bridge. Trail would pass between the river and left abutment.



Looking South along active rail From E. Litchfield Station area. Trail would run parallel on the left.



Route 118 Park & Ride to Structure X-1

Safety and Suitability Matrix Score 75

Route Option 6

Continues from the end of Route Option 2, along the east side of the Naugatuck River and toe of slope of State Route 8, then traverses under the Route 118 overpass and continues along the east side of the river, to a point just south of the Route 8 South entrance ramp merge. Trail would need to be stepped into the steep slope between the Route 8 on ramp and the river, requiring a substantial retaining wall.



Looking South at Route 118 Bridge – Trail would pass to the left of the abutment on the far bank



Steep slopes and limited space between the River and Route 8 present a challenge.

Benefits

- Trail is entirely off-road
- Close to the river

Challenges

- Requires extensive retaining walls to traverse steep slope between Route 8 and the River.
- Requires a structure to traverse under the Route 118 overpass

Right-of-Way Impact

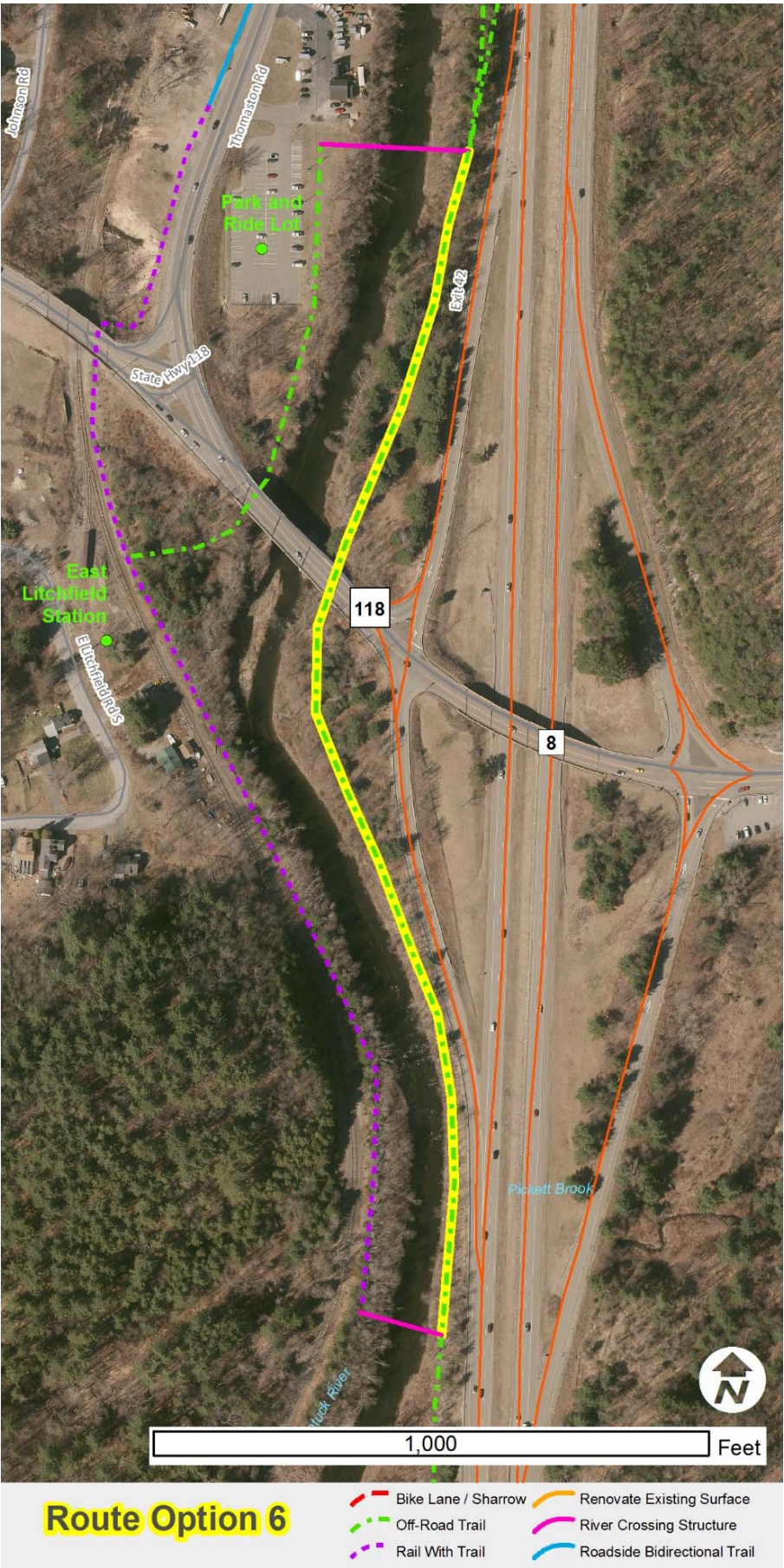
Low - Requires access easement from ConnDOT.

Environmental Impact

High – Requires path adjacent to the River, stepped into steep slope along Route 8.

Estimated Costs

Trail Construction:	\$2,050,000
Bridge Construction:	\$0
Engineering Design:	\$246,000
Total:	\$2,296,000



Structure X-1 to Spruce Brook

Safety and
Suitability
Matrix Score
77

Route Option 7 – Preferred Route

Begins on east bank of the river, following sections of Old Route 8 roadbed between the river and Route 8. Crosses the Naugatuck River at X-2 (Span: 100 feet) to take advantage of abandoned rail bed north of the OHV area. Follows abandoned rail bed to Spruce Brook. The beginning of the abandoned rail bed is also the northern limit of US Army Corps of Engineers (USACE) property.

Benefits

- Utilizes abandoned road and railroad bed, reducing construction costs
- Close to the river
- Avoids steepest area between Route 8 and River

Challenges

- Requires pedestrian bridge over Naugatuck River

Right-of-Way Impact

Low – Entirely on State, Town and USACE Property

Environmental Impact

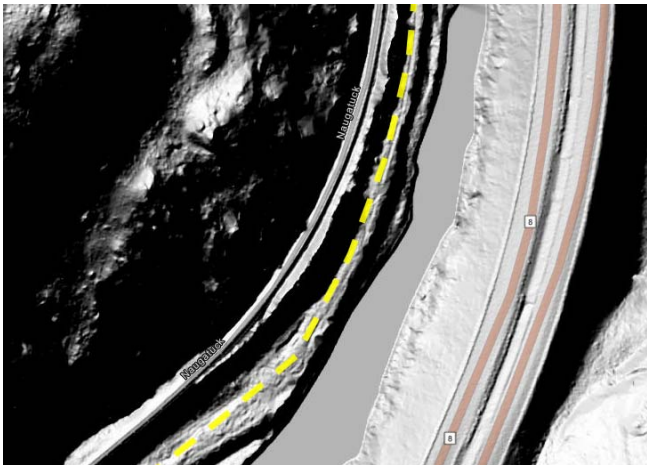
Moderate –Need for walls and slope protection along portions of the route. Potential encroachment onto wetlands.

Estimated Costs

Trail Construction:	\$1,335,000
Bridge Construction:	\$468,000
Engineering Design:	\$253,800
Total:	\$2,056,800



Possible bridge crossing location– looking east



Abandoned Railbed is clearly seen on elevation maps



The abandoned railbed north of Spruce Brook provides an opportunity for easy trail development.



Structure X-1 to Spruce Brook

Route Option 8

Stays on the east side of the river, taking advantage of existing sections of abandoned Route 8 road bed. The southern half of this route will require extensive retaining walls to step the trail into the steep slope between Route 8 and the river.

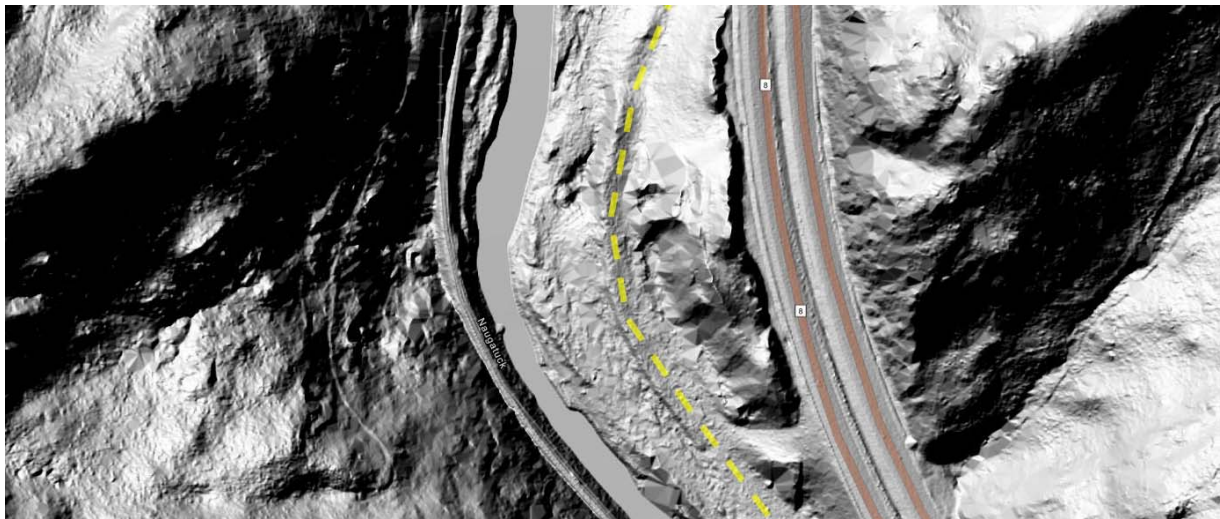
Safety and
Suitability
Matrix Score
77

Benefits

- Utilizes abandoned road bed for portion of route
- Eliminates need to cross River

Challenges

- Requires extensive retaining walls along very steep slopes between River and State Route 8



An abandoned section of Old Route 8 roadbed – visible on elevation maps between Route 8 & River – presents an opportunity for relatively easy trail development



Shelf along the river in the upper part of Route Option 8

Right-of-Way Impact

Low – Entirely on State and Town Property

Environmental Impact

High – Need for walls and slope protection along portions of route. Potential encroachment onto wetlands.

Estimated Costs

Trail Construction:	\$2,910,000
Bridge Construction:	\$0
Engineering Design:	\$349,200
Total:	\$3,259,200



Spruce Brook to Former Castle Bridge Crossing

Safety and
Suitability
Matrix Score
78

Route Option 9

Follow the abandoned rail bed on USACE property, crossing Spruce Brook using existing abutments. The railbed is now a gravel access road, and is open to off road motorcycle (dirt bike) use at the Thomaston Dam recreation area. The area is a multi-use recreation area, and is also used by hikers, fishermen, and hunters. Some type of separation would be necessary for safety of the various users if pedestrian and bicycle use increased.



Remnants of an abandoned rail bridge over Spruce Brook. Abutments could be repurposed to carry a new pedestrian bridge.



Railbed on USACE property currently used by OHV riders as a main north - south trail north of Castle Bridge.

Benefits

- Utilizes abandoned railbed and corridor already established, reducing overall construction cost to convert to multi-use trail
- Close to the river

Challenges

- Requires approval from USACE
- Requires safe separation to allow both OHVs & non-motorized to co-exist

Right-of-Way Impact

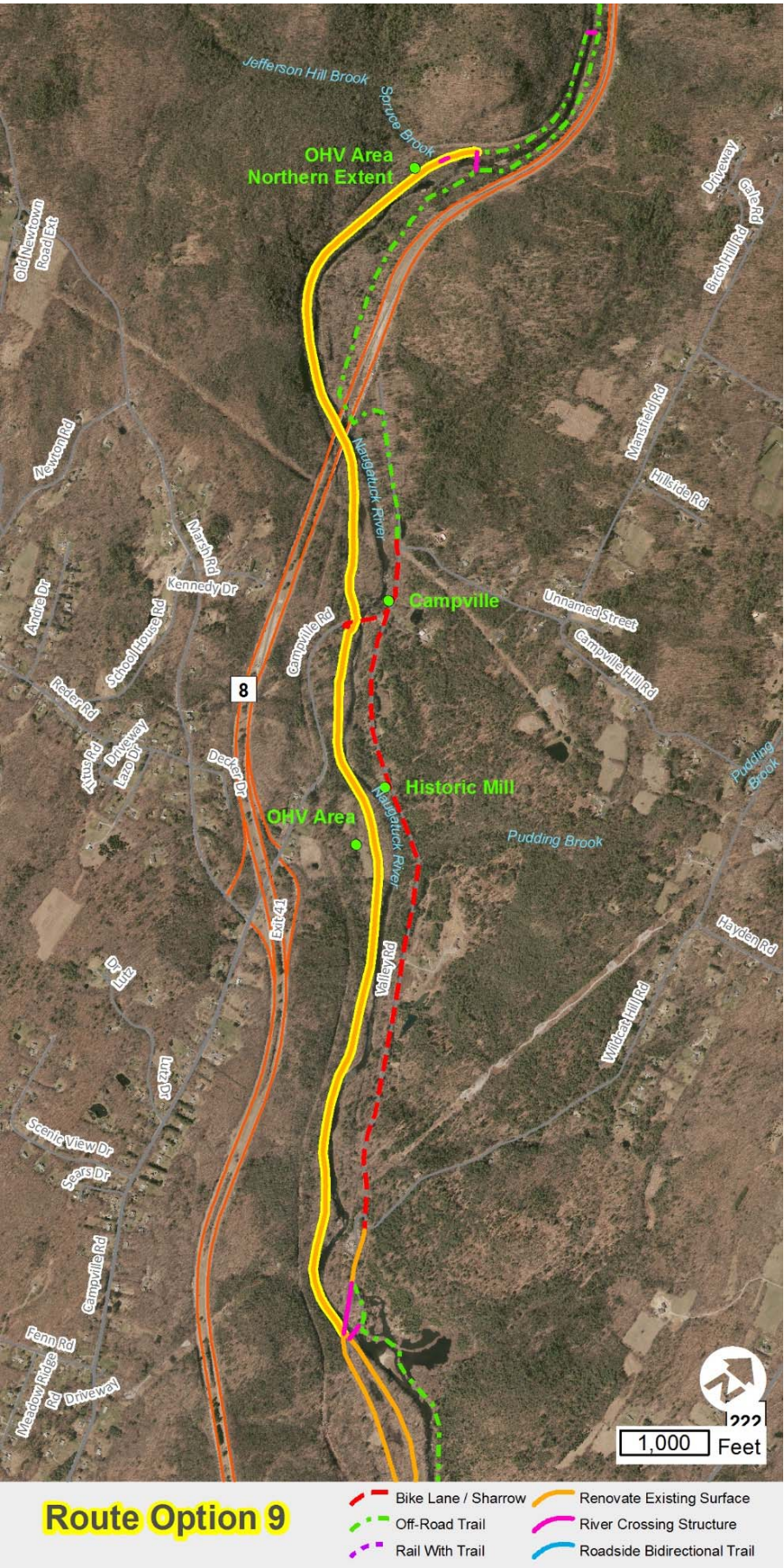
Low – Entirely on USACE property

Environmental Impact

Low – Requirement to cross Spruce Brook using either a bridge or culvert structure

Estimated Costs

Trail Construction:	\$2,775,000
Bridge Construction:	\$0
Engineering Design:	\$387,000
Total:	\$3,162,000



Spruce Brook to Former Castle Bridge Crossing

Safety and
Suitability
Matrix Score
61

Route Option 10

Follows abandoned railbed (gravel) along west side of River, crosses over Spruce Brook via new pedestrian bridge (X-4), continues under State Rte 8 to Northfield Rd (Primarily used by OHV's (dirt bikes) and available to hunting, fishing & hiking). It then crosses to east of River via Northfield Rd bridge & along Valley Rd (Low speed/volume) as shared-use path to former Castle Bridge crossing.



Remnants of an abandoned rail bridge over Spruce Brook. Abutments could be repurposed to carry a new pedestrian bridge.



Northfield Road Bridge over Naugatuck River in Campville looking east

Benefits

- Utilizes abandoned railbed and corridor already established, reducing overall construction cost to convert to multi-use trail
- Valley Road carries very low traffic volume, ideal for shared-use

Challenges

- Requires safe separation to allow both OHVs & non-motorized to co-exist
- Connection to Northfield Road

Right-of-Way Impact

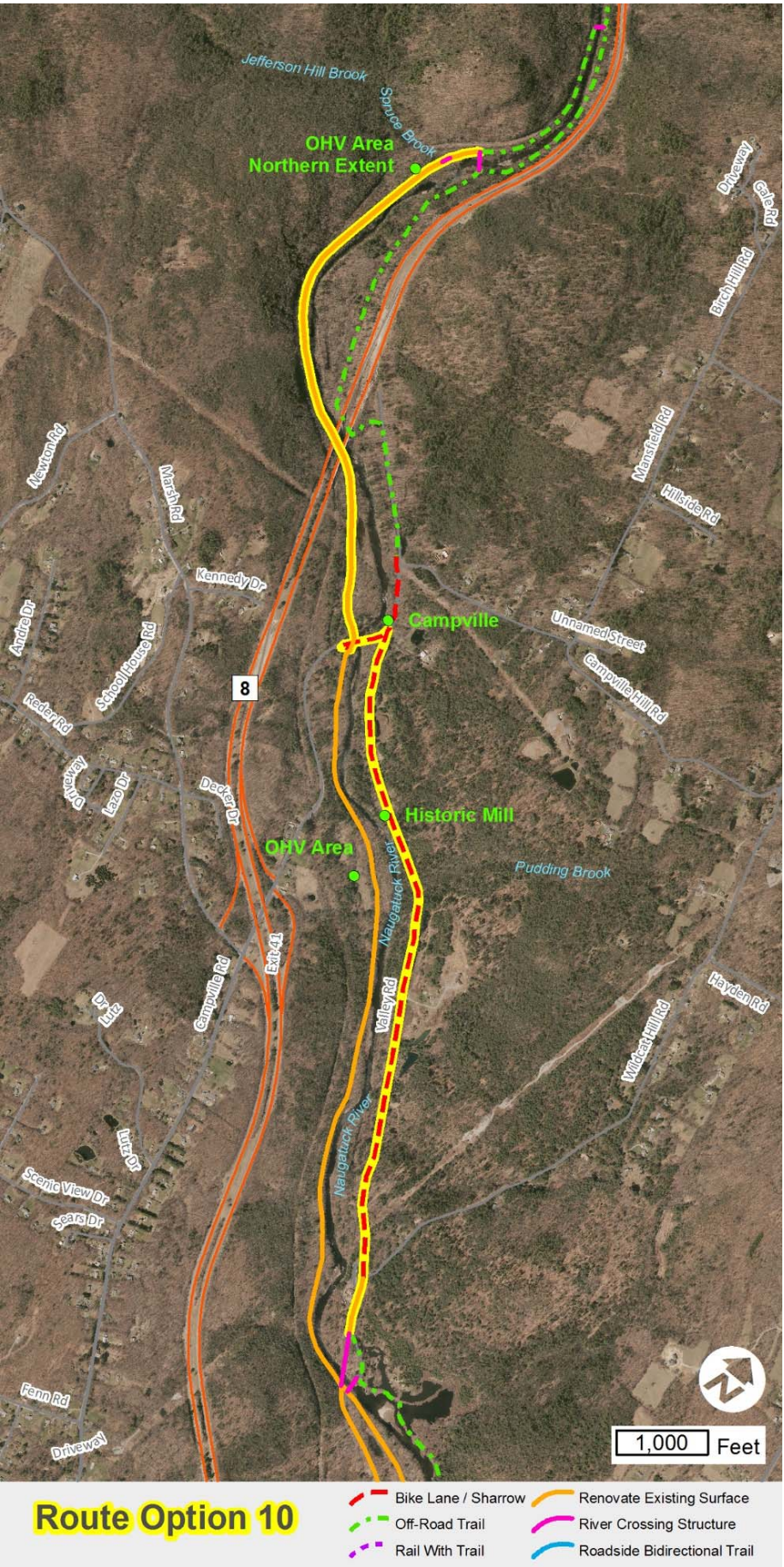
Low – Entirely on USACE or town property or ROW

Environmental Impact

Low – Existing infrastructure will be utilized

Estimated Costs

Trail Construction:	\$2,220,000
Bridge Construction:	\$0
Engineering Design:	\$320,400
Total:	\$2,540,000



Spruce Brook to Former Castle Bridge Crossing

Safety and
Suitability
Matrix Score
59

Route Option 11 – Preferred Route

This option follows on the east side of the Naugatuck River, passing under Route 8, joining Old Route 8 roadbed on USACE property. The trail would then follow Valley Road (low speed/volume) as a shared use on-road facility. This route presents some difficulty in getting under the Route 8 Naugatuck River bridge, where substantial engineering would be required.



Abandoned State Route 8 on USACE land



Northfield and Valley Road



Valley Road

Benefits

- Valley Road carries very low traffic volume, ideal for shared-use
- Uses existing section of Old Route 8 on USACE land north of Campville
- Access to historic features

Challenges

- Requires engineered solution - wall or bridge structure to navigate under Route 8 overpass
- Safety on shared use Valley Road

Right-of-Way Impact

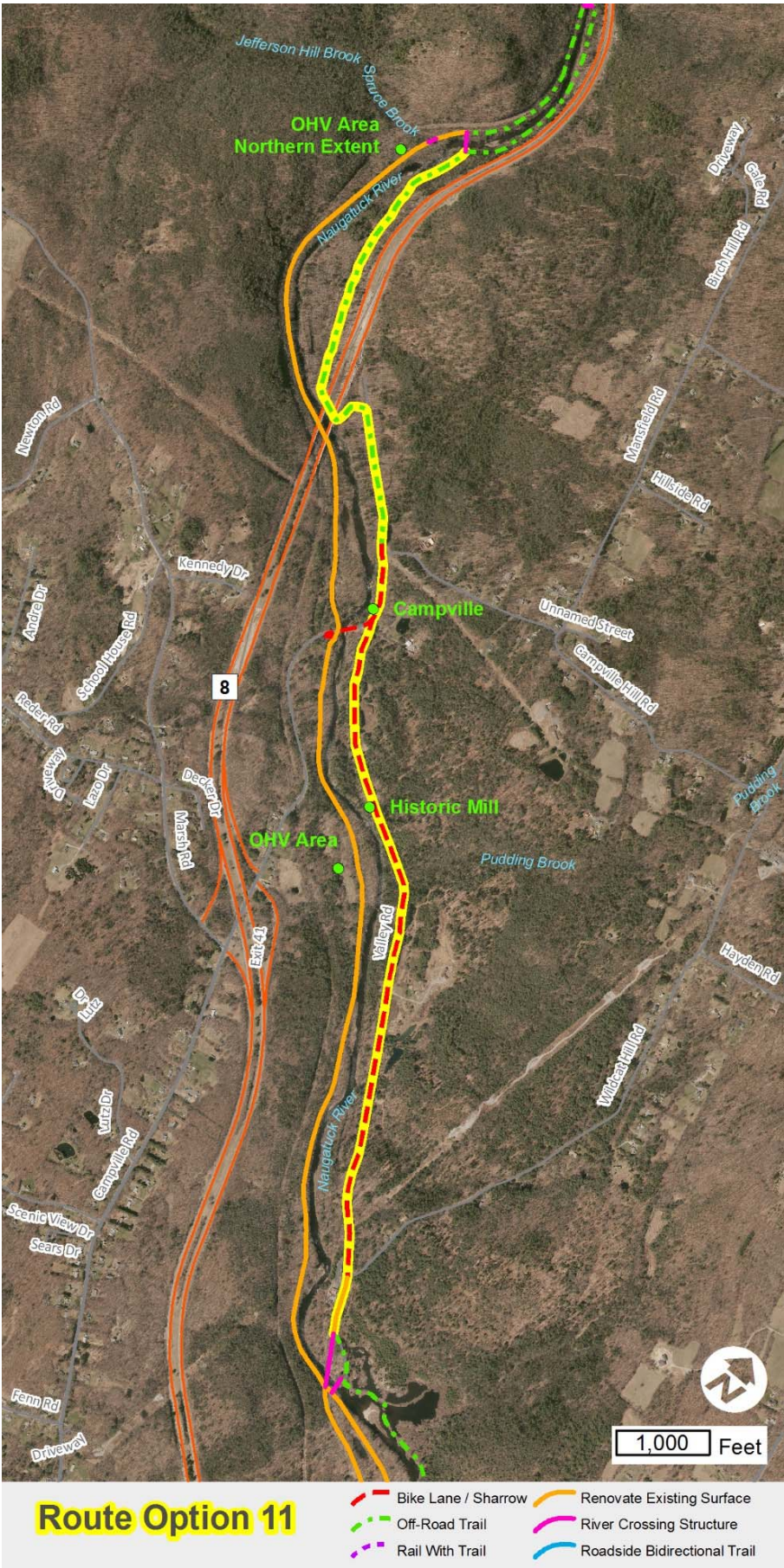
Low – Entirely on USACE, State & Local property

Environmental Impact

Moderate – Substantial work necessary to traverse under Route 8. Potential encroachment onto wetlands.

Estimated Costs

Trail Construction:	\$4,450,000
Bridge Construction:	\$0
Engineering Design:	\$534,000
Total:	\$4,984,000



Spruce Brook to Former Castle Bridge Crossing

Safety and
Suitability
Matrix Score
75

Route Option 12

Continues along east side of River, traversing under the State Route 8 overpass and connecting to abandoned Route 8 on USACE property north of Campville. It then continues south along Valley Road before turning west onto Northfield Road, connecting onto abandoned railbed west of the River to the former Castle Bridge crossing. This section of railbed is primarily used by OHV's (dirt bikes) and available to hunting, fishing and hiking.



Abandoned Old Route 8 on USACE land



Northfield Road Bridge looking west



Railbed on USACE property currently used by OHV riders as a main north - south trail north of Castle Bridge.

Benefits

- Utilizes railbed corridor already established, reducing overall construction costs
- Uses existing section of Old Route 8 on USACE land north of Campville

Challenges

- Wall/bridge structure under Route 8
- Requires safe separation to allow both OHVs & non-motorized to co-exist
- Connection from Campville Road to rail bed on USACE land

Right-of-Way Impact

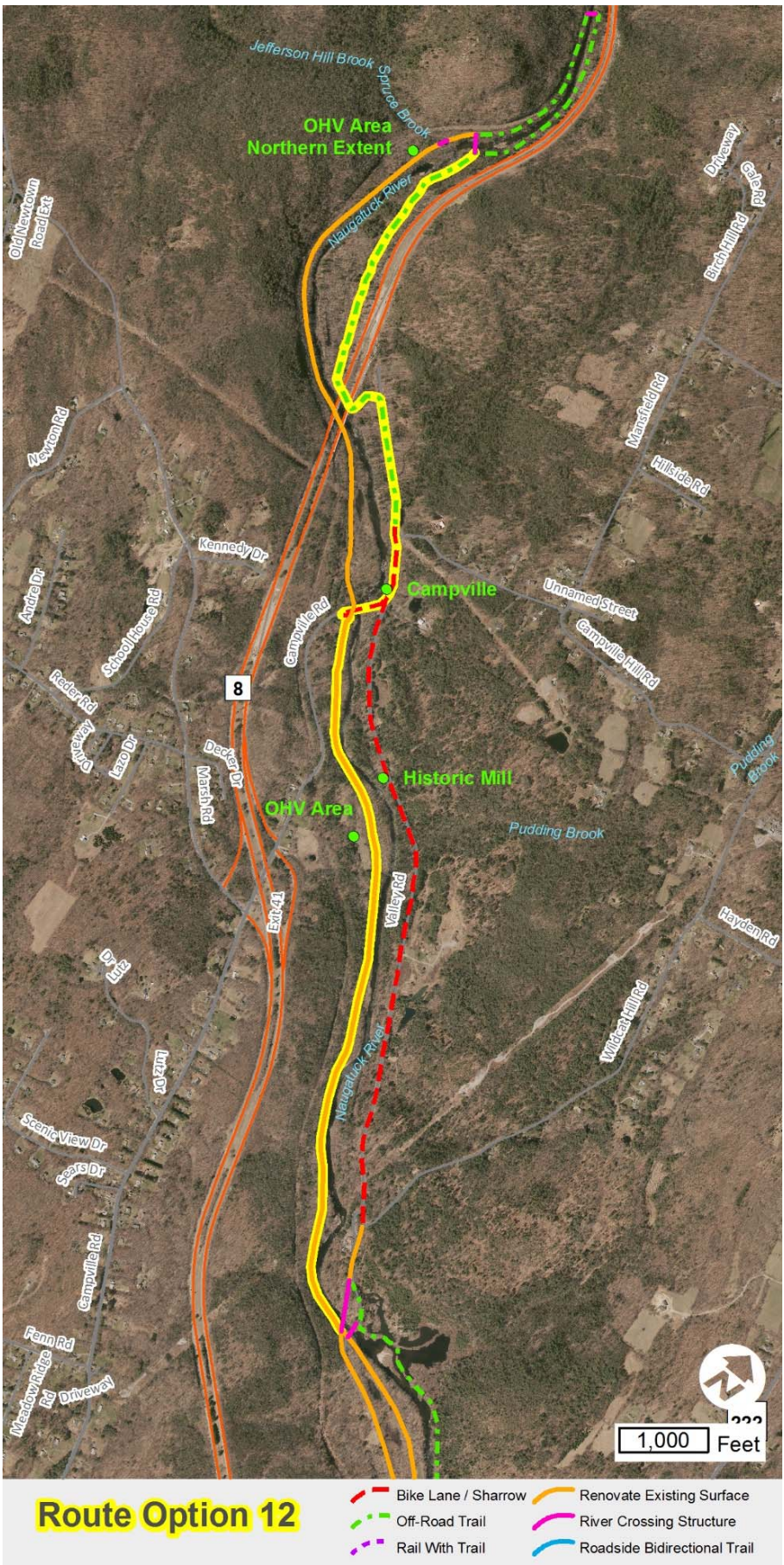
Low – Entirely on USACE and Town property

Environmental Impact

Moderate – Substantial work necessary to traverse under State Route 8. Potential encroachment onto wetlands.

Estimated Costs

Trail Construction:	\$5,955,000
Bridge Construction:	\$0
Engineering Design:	\$714,600
Total:	\$6,669,600



Former Castle Bridge Crossing to Thomaston Dam

Safety and Suitability Matrix Score 73

Route Option 13 – Preferred Route

Begins on the west side of the Naugatuck River at the former Castle Bridge crossing and travels along abandoned Route 8 (paved) within USACE property, primarily used by OHVs (dirt bikes) and available to hunting, fishing and hiking. The trail then connects and travels along the dam access road to the main entrance before turning south along Route 222 to the existing Vista Picnic Area parking lot.



Old Route 8 on USACE Property



Rendering of OHV separation – with separate parallel OHV trails and a paved multiuse trail.



Route 222 adjacent to Vista Picnic Area looking north toward Thomaston Dam Project Office



Artists rendering of new pedestrian bridge over River utilizing existing bridge abutments

Benefits

- Utilizes abandoned Route 8 corridor already established, reducing overall construction cost to convert to multi-use trail
- Provides access to Thomaston Dam and its scenic views

Challenges

- Requires safe separation to allow both OHVs & non-motorized to co-exist
- Parking

Right-of-Way Impact

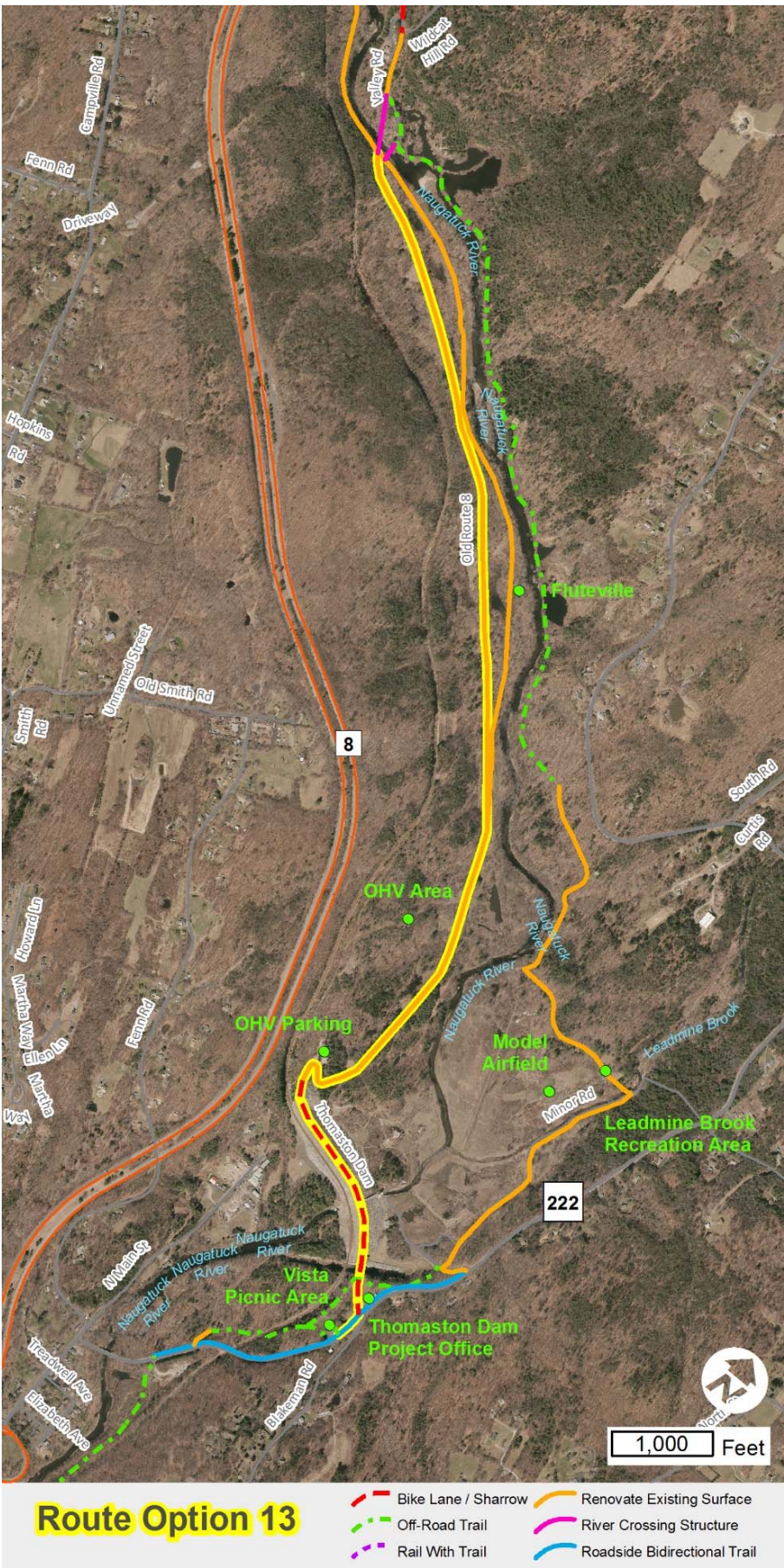
Low – Entirely on USACE and State property/ROW

Environmental Impact

Low – The route follows existing roadways

Estimated Costs

Trail Construction:	\$1,605,000
Bridge Construction:	\$0
Engineering Design:	\$192,600
Total:	\$1,797,600



Former Castle Bridge Crossing to Thomaston Dam

Safety and Suitability Matrix Score 74

Route Option 14

Begins on the west side of the Naugatuck River at the former Castle Bridge crossing and travels along abandoned railbed (gravel) within USACE property and then merges onto the abandoned State Route 8 (paved), primarily used by OHVs (dirt bikes) and available to hunting, fishing and hiking. The trail then connects onto the dam access road to the main entrance before turning south onto Route 222 to the existing Vista Picnic Area parking lot.



Looking south at intersection of Old Route 8 & abandoned railbed on USACE land



Route 222 adjacent to Vista Picnic Area looking north toward Thomaston Dam Project Office



Vista Picnic Area entrance

Benefits

- Utilizes abandoned railbed already established, reducing overall construction costs
- Provides access to Thomaston Dam and its scenic views

Challenges

- Requires safe separation to allow both OHVs & non-motorized to co-exist
- Larger impact to OHV riders
- Parking

Right-of-Way Impact

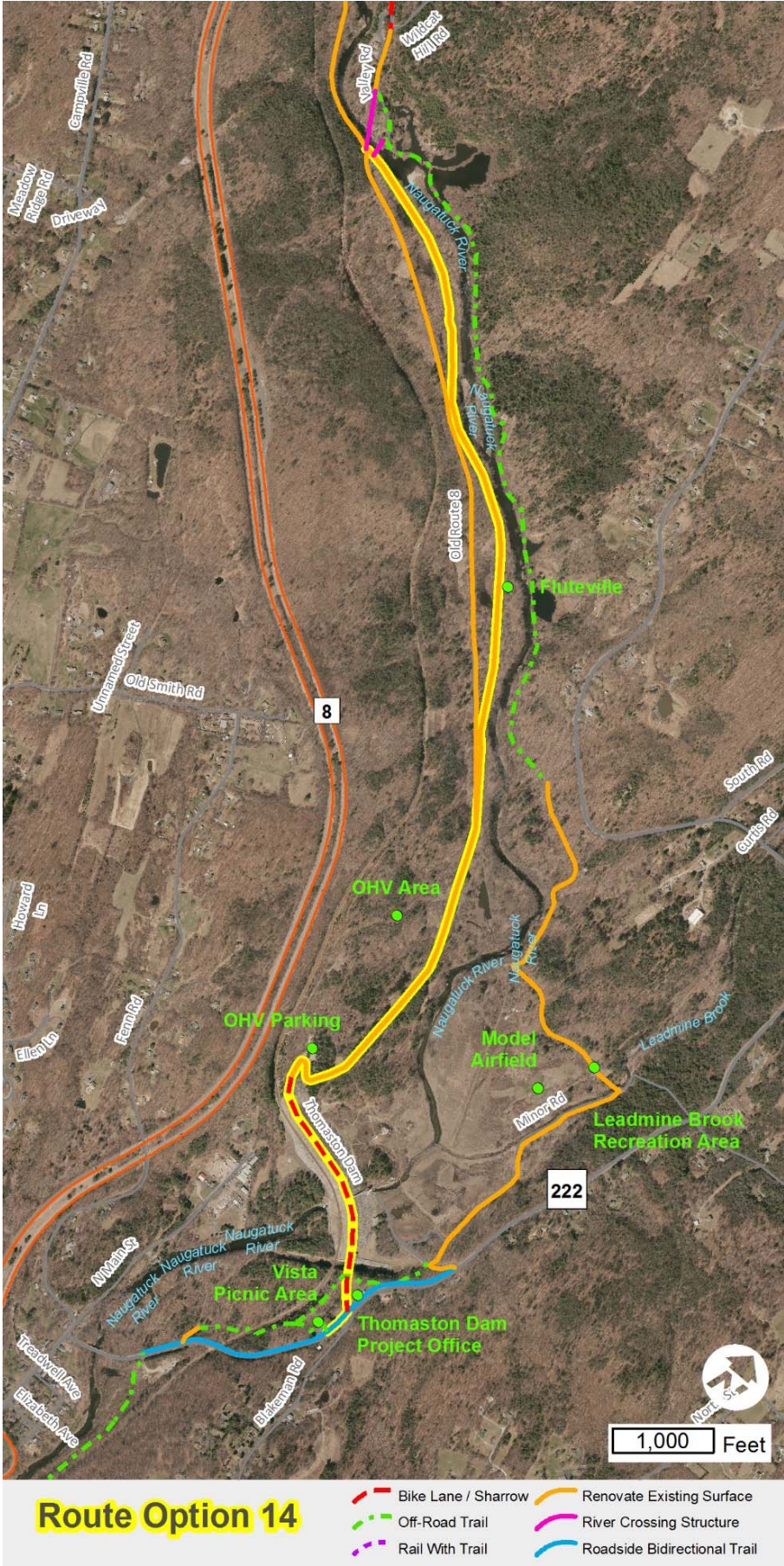
Low – Entirely on USACE and State property

Environmental Impact

Low – The route follows existing roadways

Estimated Costs

Trail Construction:	\$1,630,000
Bridge Construction:	\$0
Engineering Design:	\$195,600
Total:	\$1,825,600



Former Castle Bridge Crossing to Thomaston Dam

Safety and Suitability Matrix Score 82

Route Option 15

Begins at the southern end of Valley Road and travels along the east side of the River from the former Castle Bridge crossing. Steep slopes, former gravel quarrying areas, and difficult terrain along much of the route will require substantial engineering to develop an accessible trail. It traverses several private properties before meeting access roads on USACE property within the Leadmine Brook Recreation Area and following them to Route 222. Trail will follow between Route 222 and the dam spillway to the USACE Project Office, passing behind the office and across the dam access road to the Vista Picnic Area.



Private Properties on East Bank of River



Steep slopes between Route 222 and access roads north of Thomaston Dam presents a challenge.

Benefits

- Utilizes USACE access roads
- Close to river
- Provides access to Leadmine Recreation Area at Thomaston Dam

Challenges

- Requires retaining walls & slope protection along a much of the route
- Several private properties impacted
- Sections will require boardwalk
- Steep slopes along route 222

Right-of-Way Impact

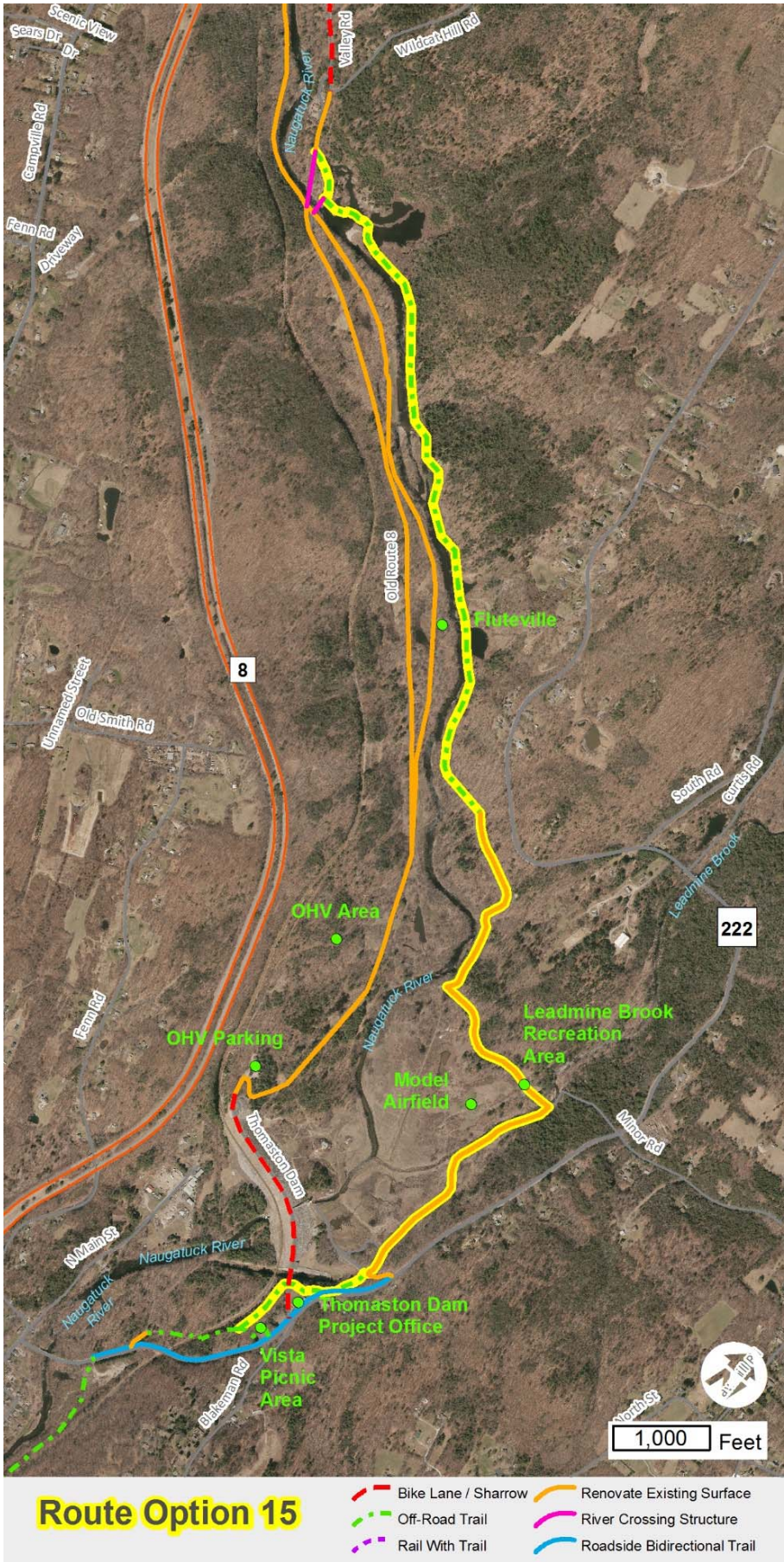
High – Requires takings and/or easements from several private property owners in Harwinton north of USACE property where a minimum of 8 properties would likely be impacted

Environmental Impact

High – Large amount of development in currently forested areas. Need for extensive walls and slope protection along a majority of the route. Encroachment onto wetlands likely.

Estimated Costs

Trail Construction:	\$8,325,000
Bridge Construction:	\$0
Engineering Design:	\$999,000
Total:	\$9,324,000



Former Castle Bridge Crossing to Thomaston Dam

Safety and Suitability Matrix Score 80

Route Option 16

Begins at the southern end of Valley Road and travels along the east side of the River south from the former Castle Bridgecrossing. Steep slopes, former gravel quarrying areas, and difficult terrain along much of the route will require substantial engineering to develop an accessible trail. Traverses several private properites before meeting access roads on USACE property within the Leadmine Brook Recreation Area, following them to Route 222. It then follows along Route 222 as a separated bi-directional trail, passing in front of the USACE Project Office, ending at the Vista Picnic Area parking Lot.

Benefits

- Utilizes USACE access roads
- Provides excellent views of the river and overall riding experience
- Provides access to Leadmine Recreation Area

Challenges

- Requires retaining walls & slope protection along the route
- Several private properties impacted
- Requires expansion of Thomaston Dam parking area

Right-of-Way Impact

High – Requires takings and/or easements from several private property owners in Harwinton north of USACE property with a minimum of 8 properties impacted

Environmental Impact

High – Large amount of development in currently forested areas. Need for extensive walls and slope protection along a majority of the route

Estimated Costs

Trail Construction:	\$7,564,000
Bridge Construction:	\$0
Engineering Design:	\$907,680
Total:	\$8,471,680



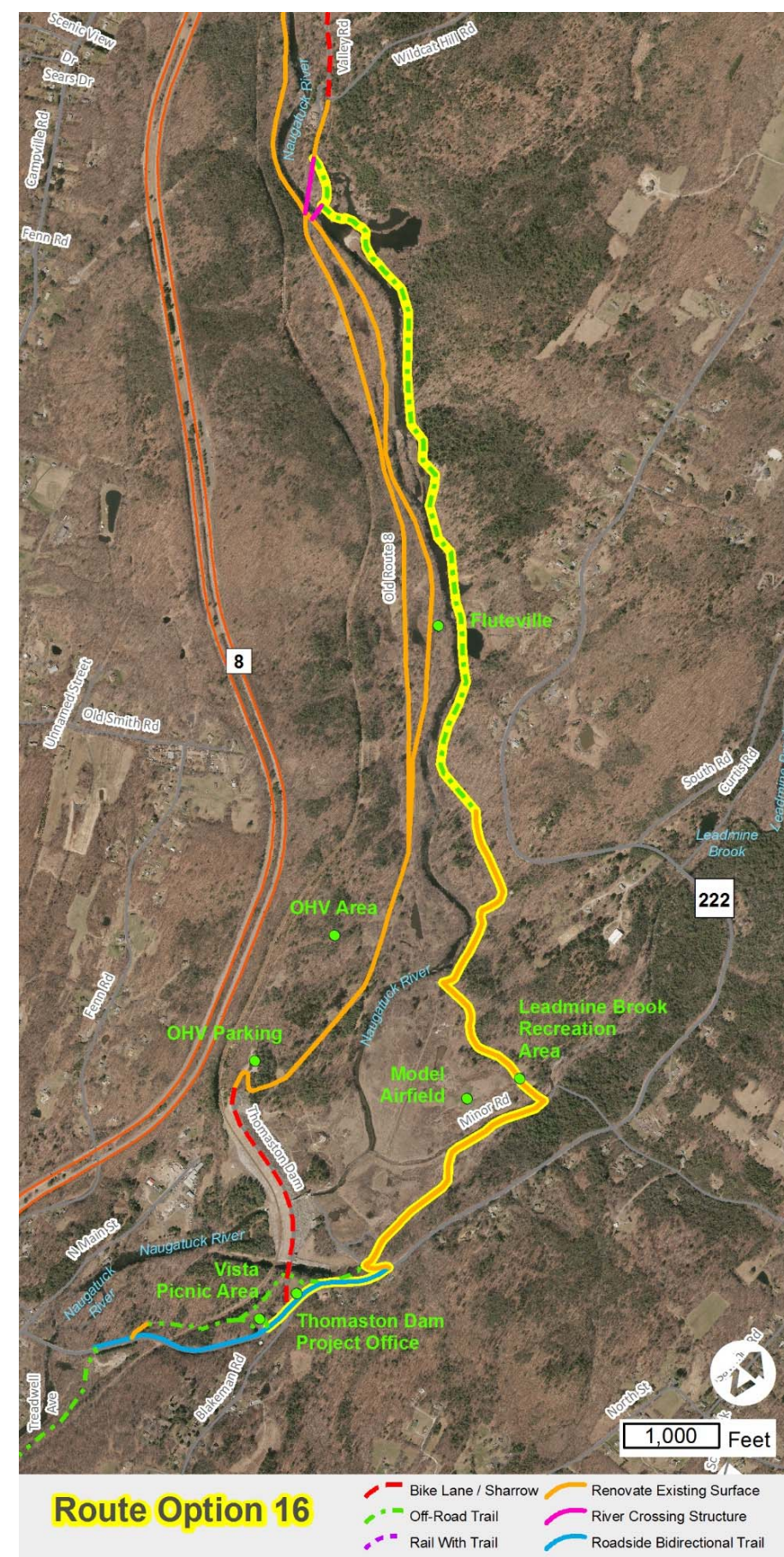
Route 222 adjacent to Vista Picnic Area looking north toward Thomaston Dam Project Office



Private Properties on East Bank of River



Route 222 North of Thomaston Dam Office looking south



Thomaston Dam to Route 222

Safety and
Suitability
Matrix Score
74

Route Option 17 – Preferred Route

Begins at the Vista Picnic Area and follows the east side of the active NRR line before crossing over the tracks via a new pedestrian bridge. The trail then travels south along the west side of Route 222 where it crosses to the east side at or near the driveway to the future storage facility.

Benefits

- Trail is separated from Route 222, providing an overall excellent user experience
- Excellent view of the NRR
- Utilizes part of existing USACE access road

Challenges

- New structure needed over Naugatuck Railroad
- Requires separation along Route 222
- Parking

Right-of-Way Impact

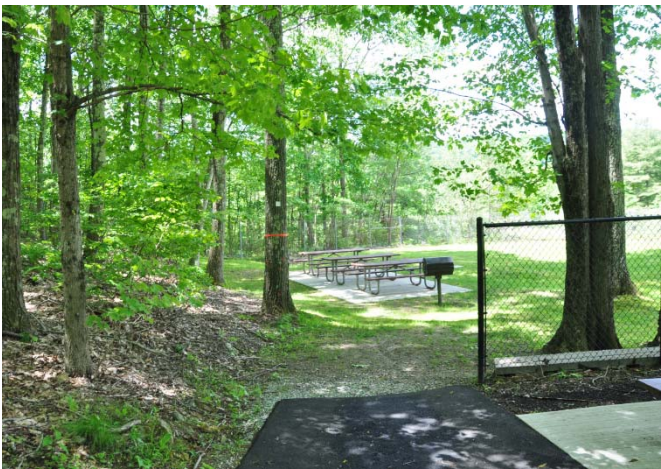
Low – Entirely on USACE and State property/ROW

Environmental Impact

Moderate – Development through currently forested land

Estimated Costs

Trail Construction:	\$1,075,000
Bridge Construction:	\$0
Engineering Design:	\$129,000
Total:	\$1,204,000



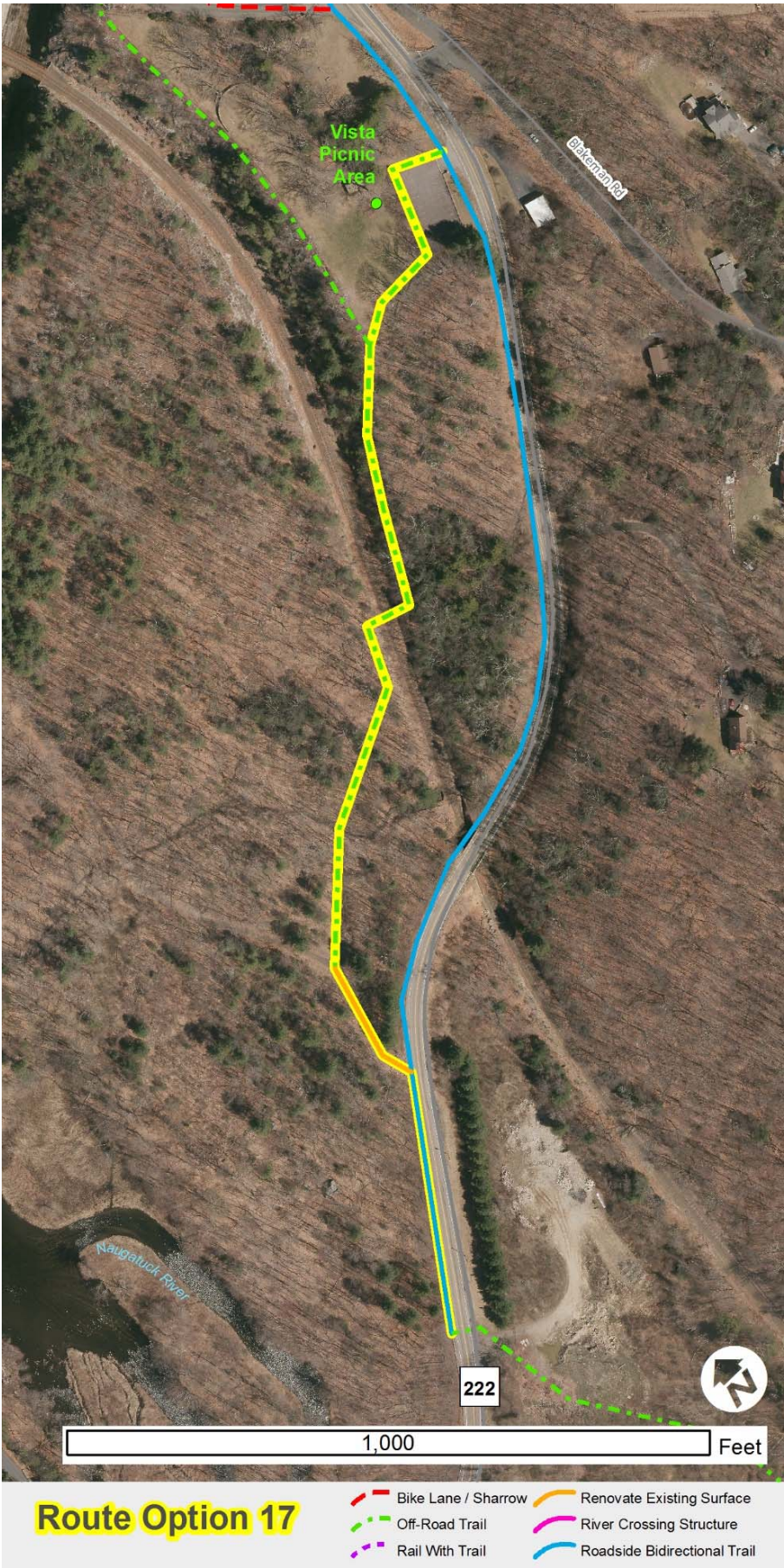
Vista Picnic Area



Current View of NRR Looking North



Rendering of Future Crossing over NRR



Thomaston Dam
to Route 222

Safety and
Suitability
Matrix Score
76

Route Option 18

Begins at the Vista Picnic Area parking lot and travels along the west side of Route 222 as a separated bi-directional path, over the Naugatuck Railroad on a new pedestrian bridge adjacent to the existing road bridge, continuing along Route 222 where it crosses to the east side at or near the driveway to the future storage facility. Ledge removal along Route 222 will be required to accommodate a separated multi-use trail.



Ledge along Route 222 Looking South



Route 222 Bridge over Rail Looking North



Crossing Rte 222 to Future Storage Facility (ALTA)

Benefits

- Can utilize existing bridge abutments over Naugatuck Railroad

Challenges

- Requires expansion of Thomaston Dam parking area
- Separation along Route 222 would likely require blasting/ledge removal
- Longer exposure to Route 222 traffic

Right-of-Way Impact

Low – Entirely on USACE and State property

Environmental Impact

Low to moderate – Along existing roadway, but would require ledge removal

Estimated Costs

Trail Construction:	\$1,025,000
Bridge Construction:	\$0
Engineering Design:	\$123,000
Total:	\$1,148,000



Route 222 to East Main Street

Route Option 19

From a crossing location on Route 222, this option would skirt wetlands then follow along the toe of the slope for the rail bed. The trail would then follow the river behind two residential properties to Railroad Annex. The trail would follow Railroad Annex south under Route 8 to the Plume and Atwood property, following as close to the river as possible. The trail would then pass under East Main Street and ramp up to a new bridge over the river just south of the East Main Street Bridge.

Safety and
Suitability
Matrix Score
79



Trail would pass behind residences on Railroad Annex along the river

Benefits

- Utilizes railroad ROW and access through Plume property reducing construction costs.
- Provides access to Railroad Museum of New England and Plume and Atwood property

Challenges

- Requires taking or easement from private property owners
- Requires new pedestrian bridge over Naugatuck River

Right-of-Way Impact

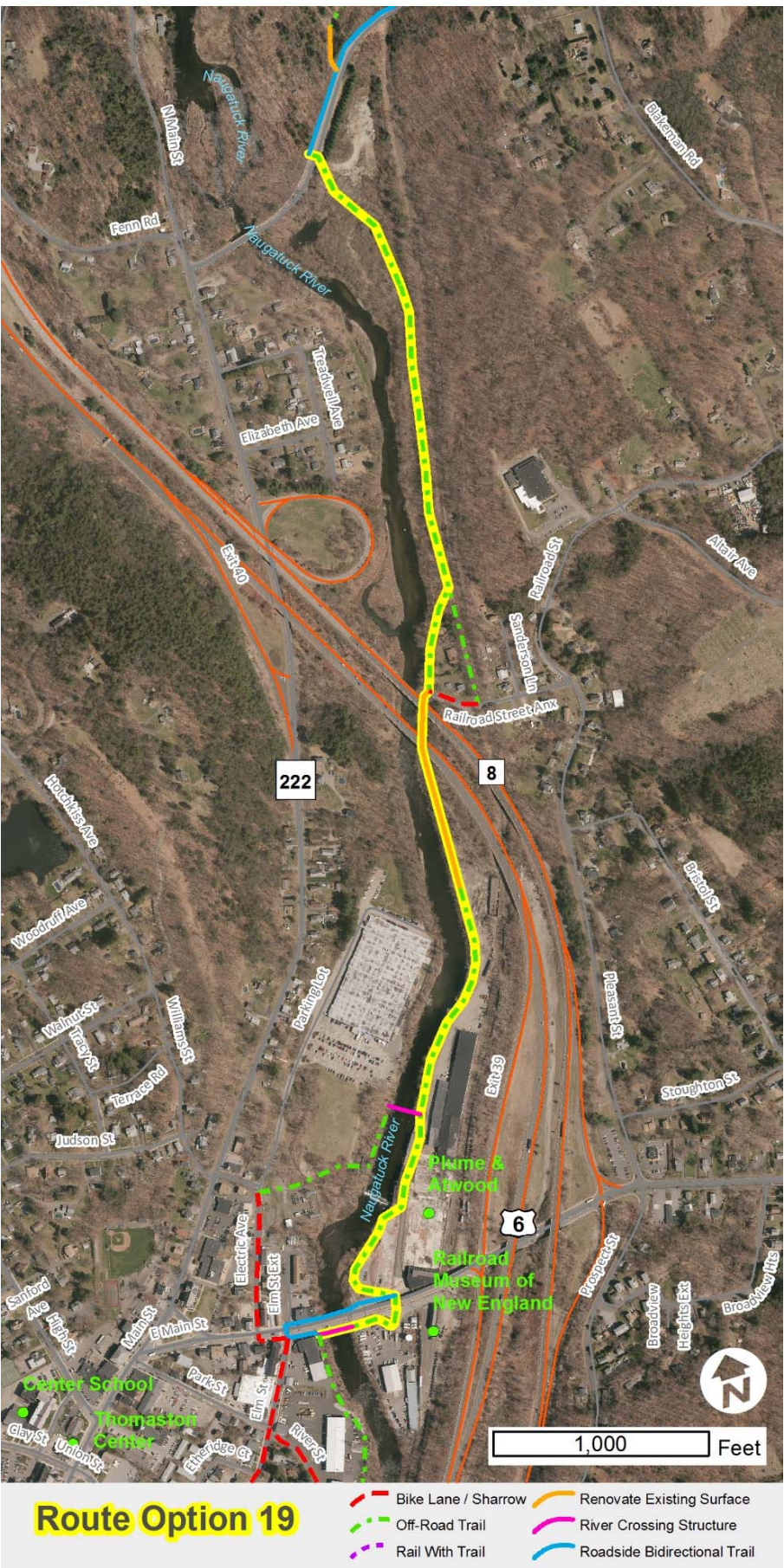
Moderate to High – Requires access easements from several private property owners

Environmental Impact

High – Passes through wetlands and requires new structure over River

Estimated Costs

Trail Construction:	\$2,170,000
Bridge Construction:	\$630,000
Engineering Design:	\$376,400
Total:	\$3,176,400



Railroad Annex under Route 8



Possible location of new span over river south of East Main Street Bridge

Route 222 to East Main Street

Safety and
Suitability
Matrix Score
80

Route Option 20

From a crossing location on Route 222, this option would skirt wetlands then follow along the toe of the slope for the rail bed. The trail would then follow the river behind two residential properties to Railroad Annex. The trail would follow Railroad Annex south under Route 8 to the Plume and Atwood property, following as close to the river as possible. Crosses the river on the existing East Main Street Bridge.



Trail would pass behind residences on Railroad Annex along the river



Railroad Annex under Route 8



E. Main Street Bridge

Benefits

- Utilizes railroad ROW and access through Plume property reducing construction costs
- Provides access to Railroad Museum of New England and Plume and Atwood property

Challenges

- Requires taking or easement from private property owners
- May require modifying existing bridge structure carrying E. Main over river
- May require crossing of E. Main

Right-of-Way Impact

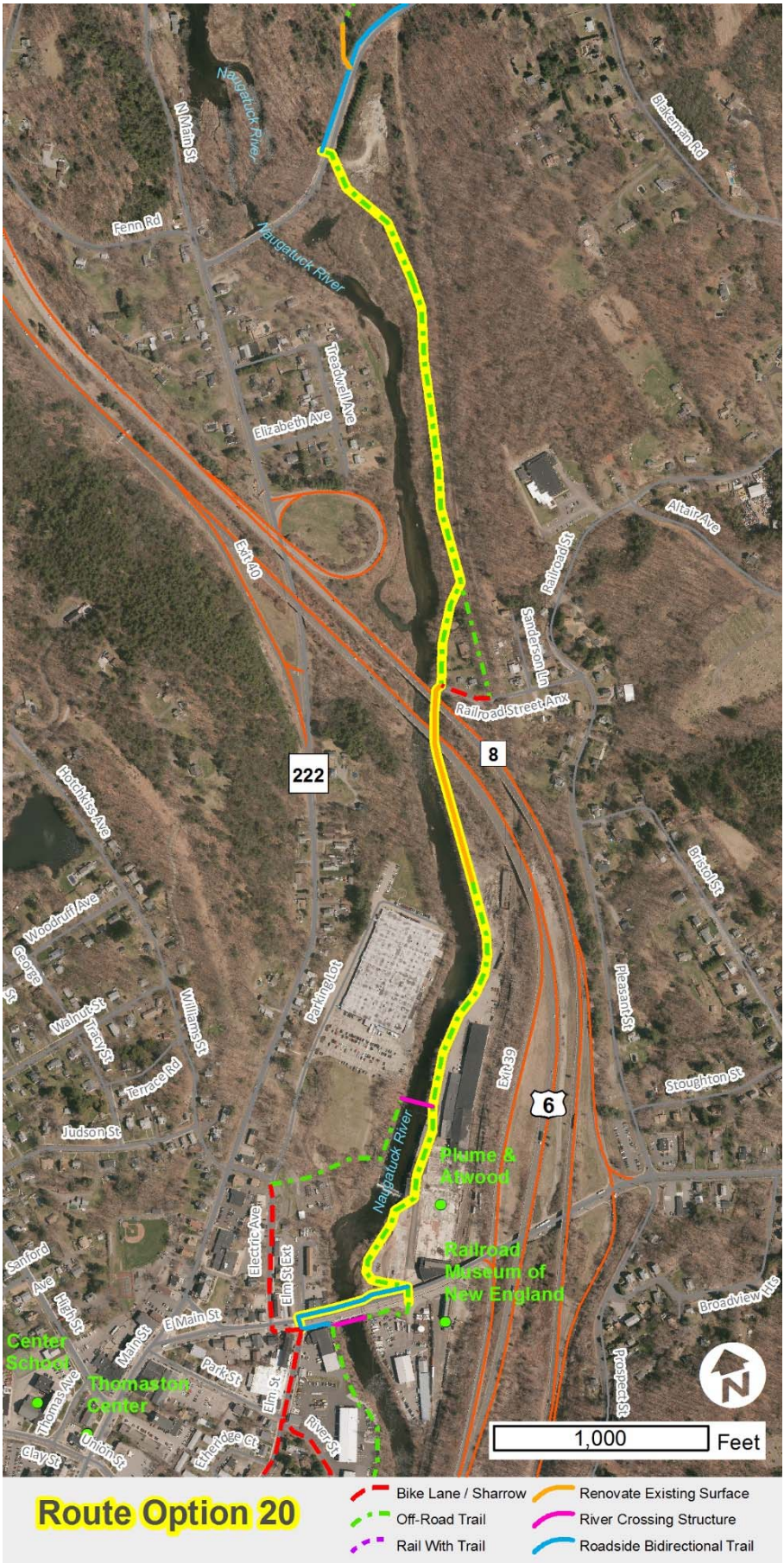
Moderate to High – Requires access easements from several private property owners

Environmental Impact

High – Traverses along River and crosses through wetlands

Estimated Costs

Trail Construction:	\$2,730,000
Bridge Construction:	\$0
Engineering Design:	\$327,600
Total:	\$3,057,600



Route Option 21

Safety and
Suitability
Matrix Score
76

From a crossing location on Route 222, this option would skirt wetlands then follow along the toe of the slope for the rail bed. The trail would pass between the two residential properties and the railroad taking advantage of RR ROW and an existing culvert to cross a stream. The trail would follow Railroad Annex south under Route 8 to the Plume and Atwood property, following as close to the river as possible. The trail would then pass under East Main Street and ramp up to a new bridge over the river just south of East Main Street.



Trail would pass between residences and rail



Railroad Annex under Route 8



Possible location of new span over river south of East Main Street Bridge

Benefits

- Utilizes railroad ROW and access through Plume property reducing construction costs
- Provides access to Railroad Museum of New England and Plume and Atwood property

Challenges

- Requires taking or easements from private property owners
- Requires new pedestrian bridge over the Naugatuck River

Right-of-Way Impact

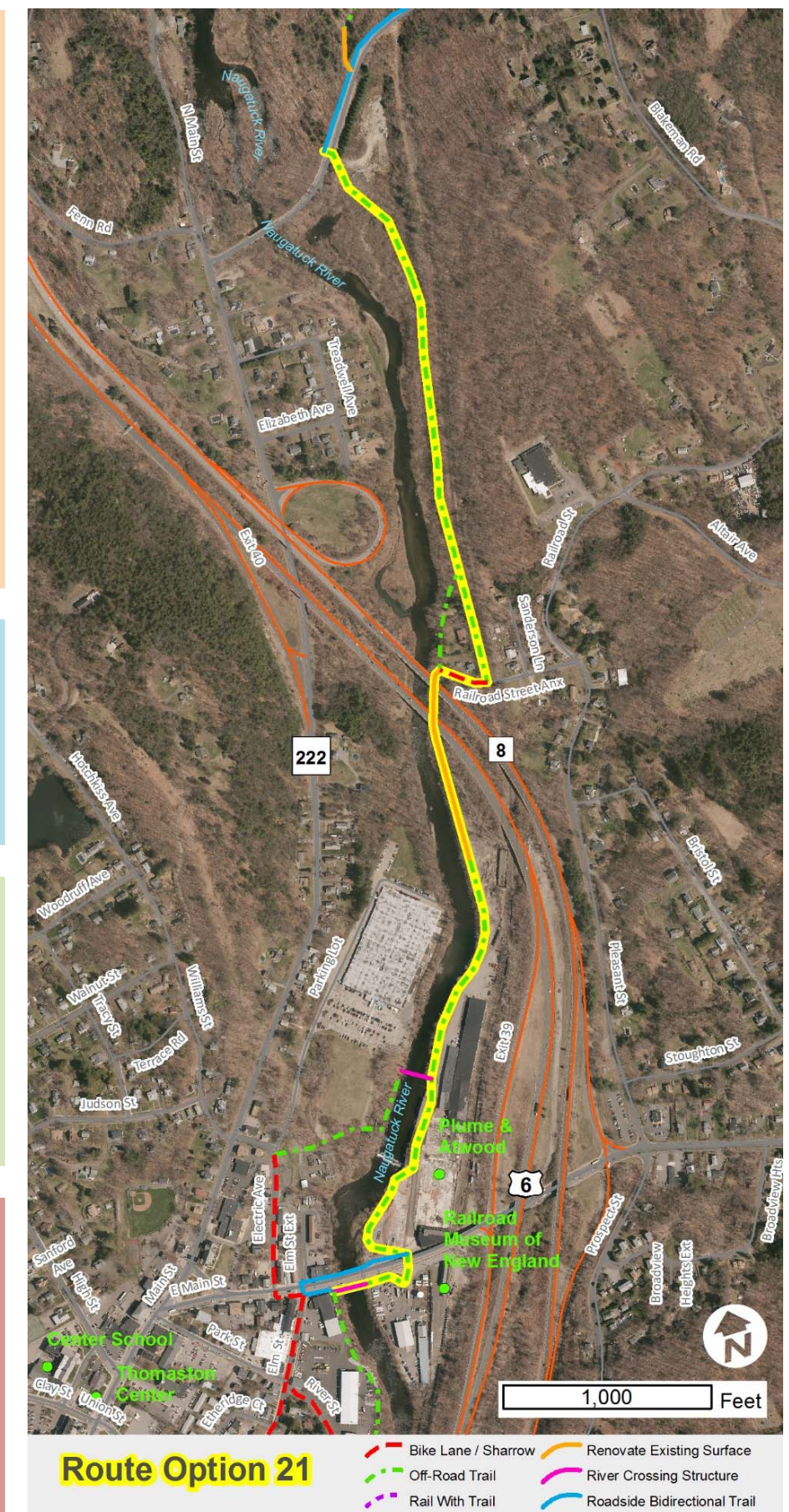
Low – Requires access easements from several private property owners and CT DOT along rail

Environmental Impact

Moderate – Traverses along River but along existing gravel road under State Route 8. However, also crosses over River

Estimated Costs

Trail Construction:	\$2,380,000
Bridge Construction:	\$630,000
Engineering Design:	\$401,600
Total:	\$3,411,600



Route 222 to East Main Street

Safety and
Suitability
Matrix Score
77

Route Option 22 – Preferred Route

From a crossing location on Route 222, this option would skirt wetlands then follow along the toe of the slope for the rail bed. The trail would pass between the two residential properties and the railroad taking advantage of RR ROW and an existing culvert to cross a stream. The trail would follow Railroad Annex south under Route 8 to the Plume and Atwood property, following as close to the river as possible. Crosses the river on the existing East Main Street Bridge.



Trail would pass between residences and rail



East Main Street Bridge – looking east.



Railroad Annex under Route 8

Benefits

- Utilizes railroad ROW and access through Plume property reducing construction costs
- Provides access to Railroad Museum of New England and Plume and Atwood property

Challenges

- Requires taking or easements from private property owners
- Requires modifying existing bridge carrying E. Main over the river
- May require crossing of E. Main

Right-of-Way Impact

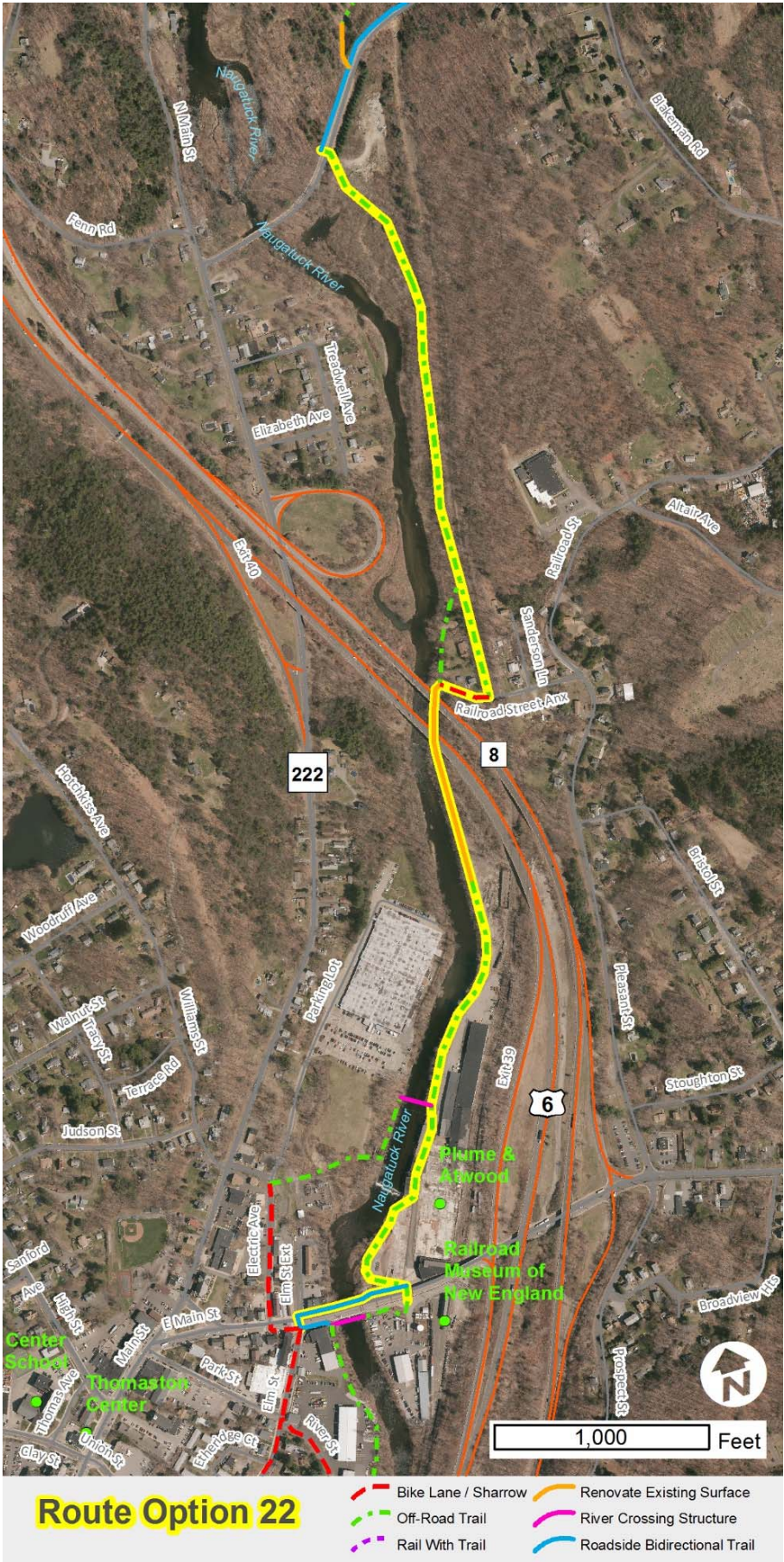
Moderate to High– Requires access easements from private property owners and CT DOT along rail

Environmental Impact

High – Traverses along River and crosses through wetlands

Estimated Costs

Trail Construction:	\$2,805,000
Bridge Construction:	\$0
Engineering Design:	\$336,600
Total:	\$3,141,600



Route 222 to East Main Street

Safety and
Suitability
Matrix Score
73

Route Option 24

Begins on east side of Route 222 at or near the driveway to the future storage facility, follows the River and NRR toe of slope and between the residences and RR to Railroad Anx and under the State Route 8 overpass. It then continues onto the Plume & Atwood property, crosses the Naugatuck River via a new pedestrian bridge (X-7) onto Albea property, along Electric Ave, crosses E. Main Street and connects to Elm Street.



Possible new span location over Naugatuck River (X-7)



Railroad Anx under Route 8



Trail would pass between residences and rail

Benefits

- Utilizes railroad ROW and access through Plume property reducing construction costs
- Stronger connection to downtown Thomaston

Challenges

- Requires taking or easement from private property owners
- New sidewalk needed on Electric Ave
- Requires crossing of E. Main Street
- Needs coordination with Albea

Right-of-Way Impact

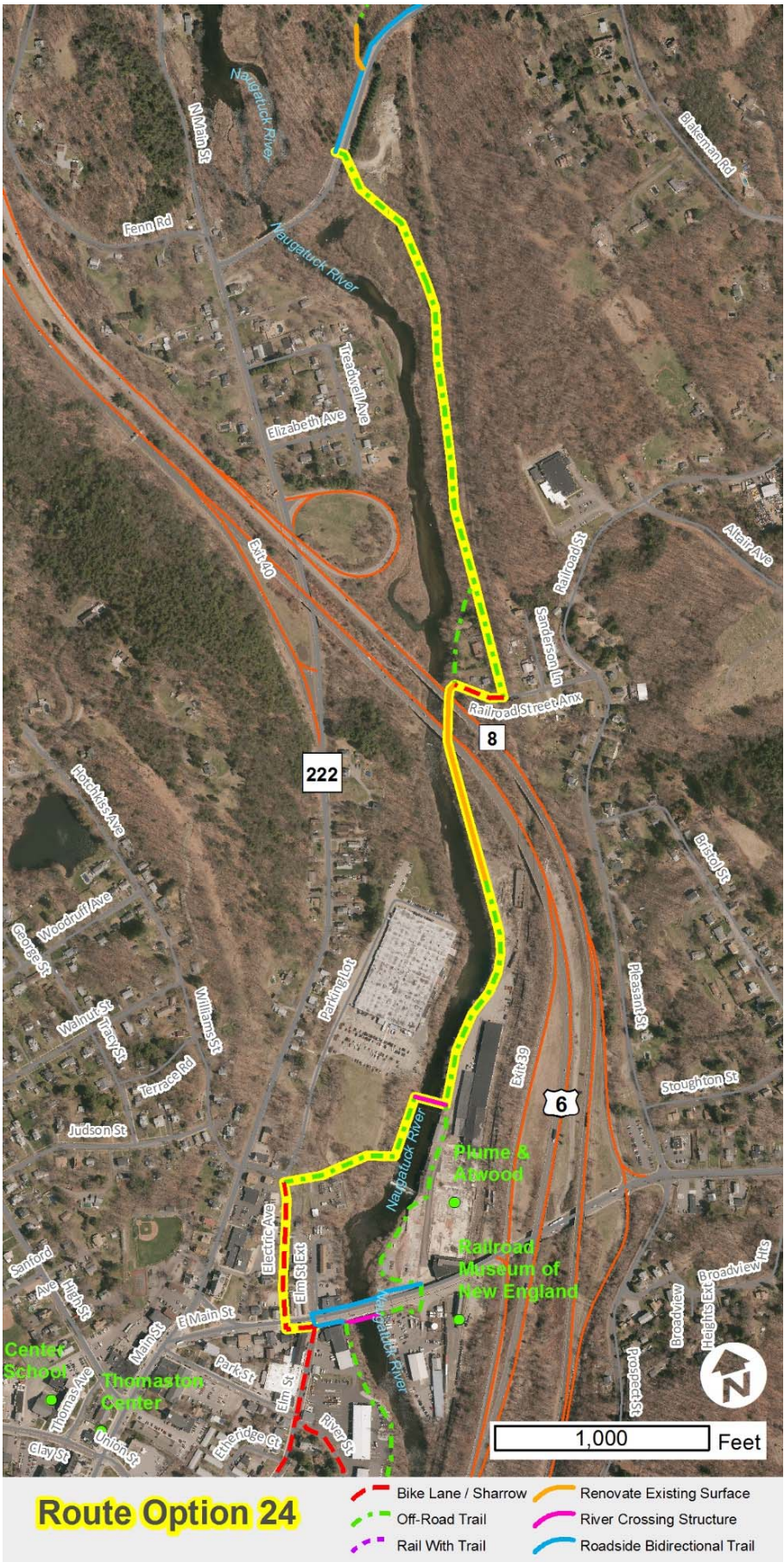
Moderate to High – Requires access easements from several private property owners and ConnDOT

Environmental Impact

High – Traverses along River and passes through wetlands

Estimated Costs

Trail Construction:	\$2,420,000
Bridge Construction:	\$580,000
Engineering Design:	\$290,400
Total:	\$3,290,400



East Main Street to Clock Factory

Route Option 25

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street with pedestrians following sidewalks and bicyclists following sharrows or new bike lanes.

Safety and
Suitability
Matrix Score
47

Benefits

- Attractive residential street
- Opportunity for addition of bike lanes on Elm Street with use of existing sidewalks for pedestrians
- Easy access to downtown

Challenges

- On-street parking
- Away from River

Right-of-Way Impact

None - The route is entirely within public right-of-way

Environmental Impact

None

Estimated Costs

Trail Construction:	\$20,000
Bridge Construction:	\$0
Engineering Design:	\$2,400
Total:	\$22,400



Elm Street existing conditions



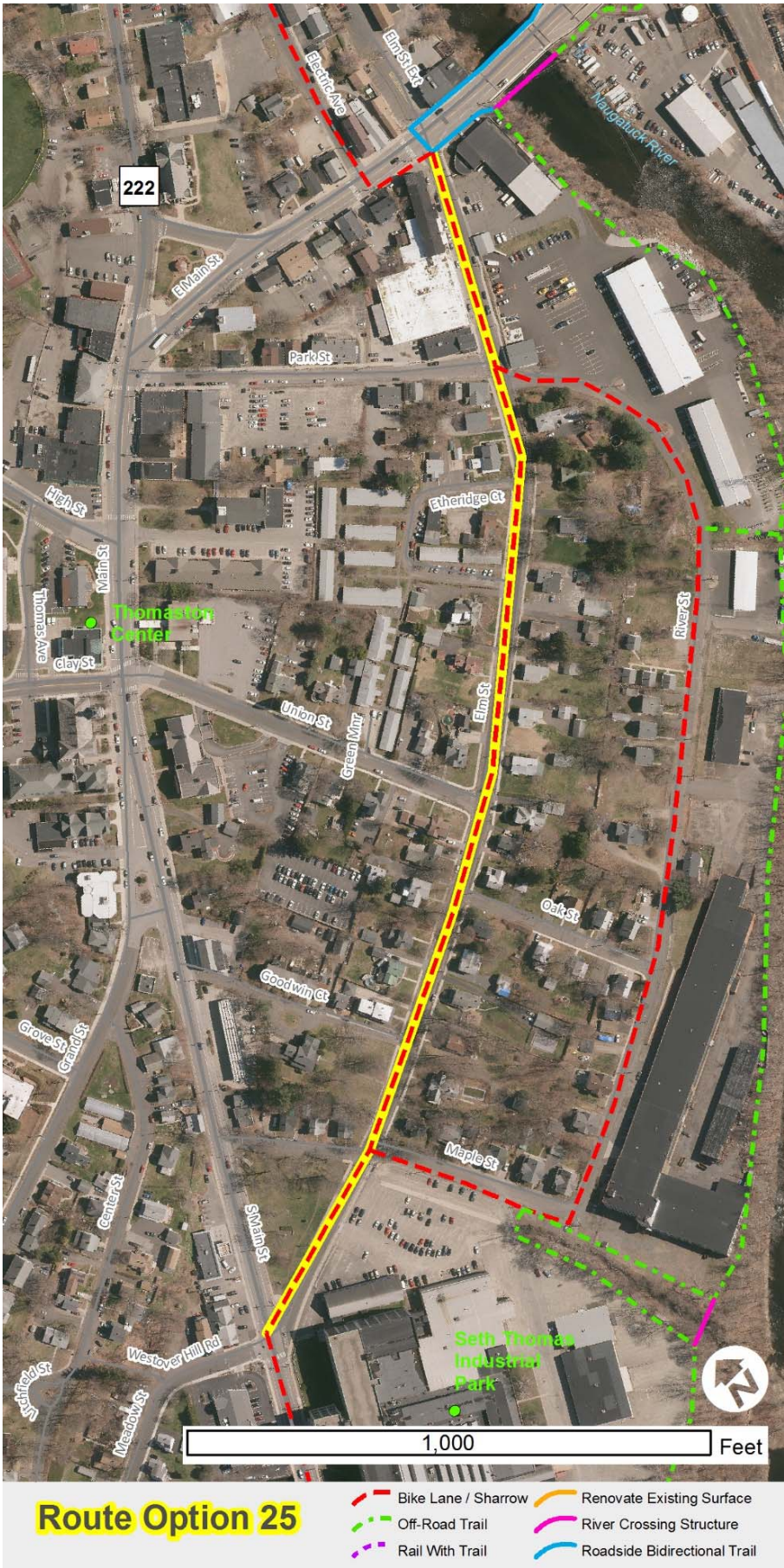
Intersection of Elm and Union Streets



Elm Street potential improvements – dedicated bike lanes



Elm Street potential improvements – adding sharrows could allow for on street parking



East Main Street to Clock Factory

Route Option 26 Preferred Route

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street either as a shared-use or path or separate bike lane to Maple Street, with pedestrians traversing existing sidewalks. Turns south along Maple Street or within parking lot of Seth Thomas property to the top of the bank of the Naugatuck River as a separated bidirectional path.

Safety and
Suitability
Matrix Score
53

Benefits

- Attractive residential streets
- Opportunity for addition of bike lanes on Elm Street with use of existing sidewalks for pedestrians
- Easy access to downtown

Challenges

- Reconfiguring Seth Thomas Industrial Park parking lot
- On-street parking along Elm St
- Away from River

Right-of-Way Impact

Low - The route is entirely within public right-of-way along Elm Street and depending upon alignment may require easement along Maple Street.

Environmental Impact

None

Estimated Costs

Trail Construction:	\$160,000
Bridge Construction:	\$0
Engineering Design:	\$19,200
Total:	\$179,200



Intersection of Elm and Union Streets



Seth Thomas parking lot/ Maple Street - existing



Rendered view of proposed trail along Maple Street/ Seth Thomas



East Main Street to Clock Factory

Route Option 27

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street either as a shared-use or path or separate bike lane to Maple Street with pedestrians traversing existing sidewalks. Travels south along Maple Street or within parking lot of the Seth Thomas property east of drainage swale to the top of the bank of the Naugatuck River and crosses ravine with a new pedestrian bridge.

Safety and
Suitability
Matrix Score
51

Benefits

- Attractive residential streets
- Opportunity for addition of bike lanes or sharrows on Elm Street with use of existing sidewalks for pedestrians
- Close to downtown Thomaston

Challenges

- Coordination/easement needed from private property owner
- On-street parking along Elm St.
- Structure needed to cross ravine
- Far from River

Right-of-Way Impact

Low - The route is entirely within public right-of-way along Elm Street and depending upon alignment may require easement along Maple Street.

Environmental Impact

None

Estimated Costs

Trail Construction:	\$140,000
Bridge Construction:	\$360,000
Engineering Design:	\$16,800
Total:	\$576,800



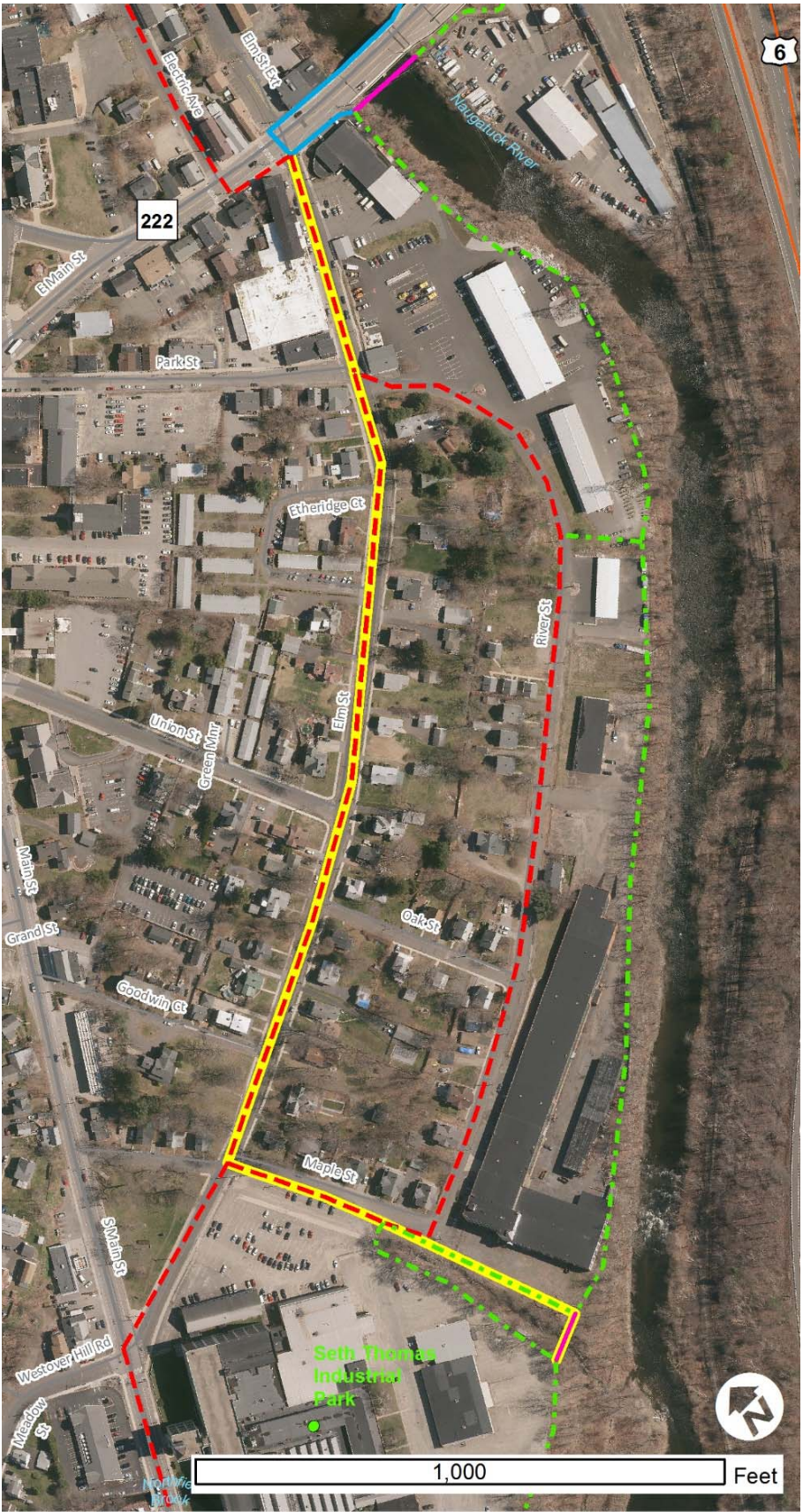
Intersection of Elm and Union Streets



Ravine between Seth Thomas and 200 River Street



Intersection of Maple and River Streets



Route Option 27

- Bike Lane / Sharrow
- Off-Road Trail
- Rail With Trail
- Renovate Existing Surface
- River Crossing Structure
- Roadside Bidirectional Trail

East Main Street to Clock Factory

Safety and
Suitability
Matrix Score
54

Route Option 28

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street and River Street either as a shared-use path or separate bike lane to Maple, Travels along Maple Street as a shared use facility. Enters onto the Seth Thomas property and travels along east side of parking lot to the top of the bank of the Naugatuck River.

Benefits

- Takes advantage of low traffic volumes and speed limit on River St
- Uses existing sidewalk and establishes bike lanes along portion of Elm Street

Challenges

- On-street parking
- Pedestrian infrastructure needed on River Street
- Reconfiguring Seth Thomas Industrial Park parking lot
- Steep slopes on River Street

Right-of-Way Impact

Low - The route is entirely within public right-of-way along Elm and River Street and depending upon alignment may require easement along Maple Street.

Environmental Impact

None

Estimated Costs

Trail Construction:	\$155,000
Bridge Construction:	\$0
Engineering Design:	\$18,600
Total:	\$173,600



Ravine between Seth Thomas and 200 River Street



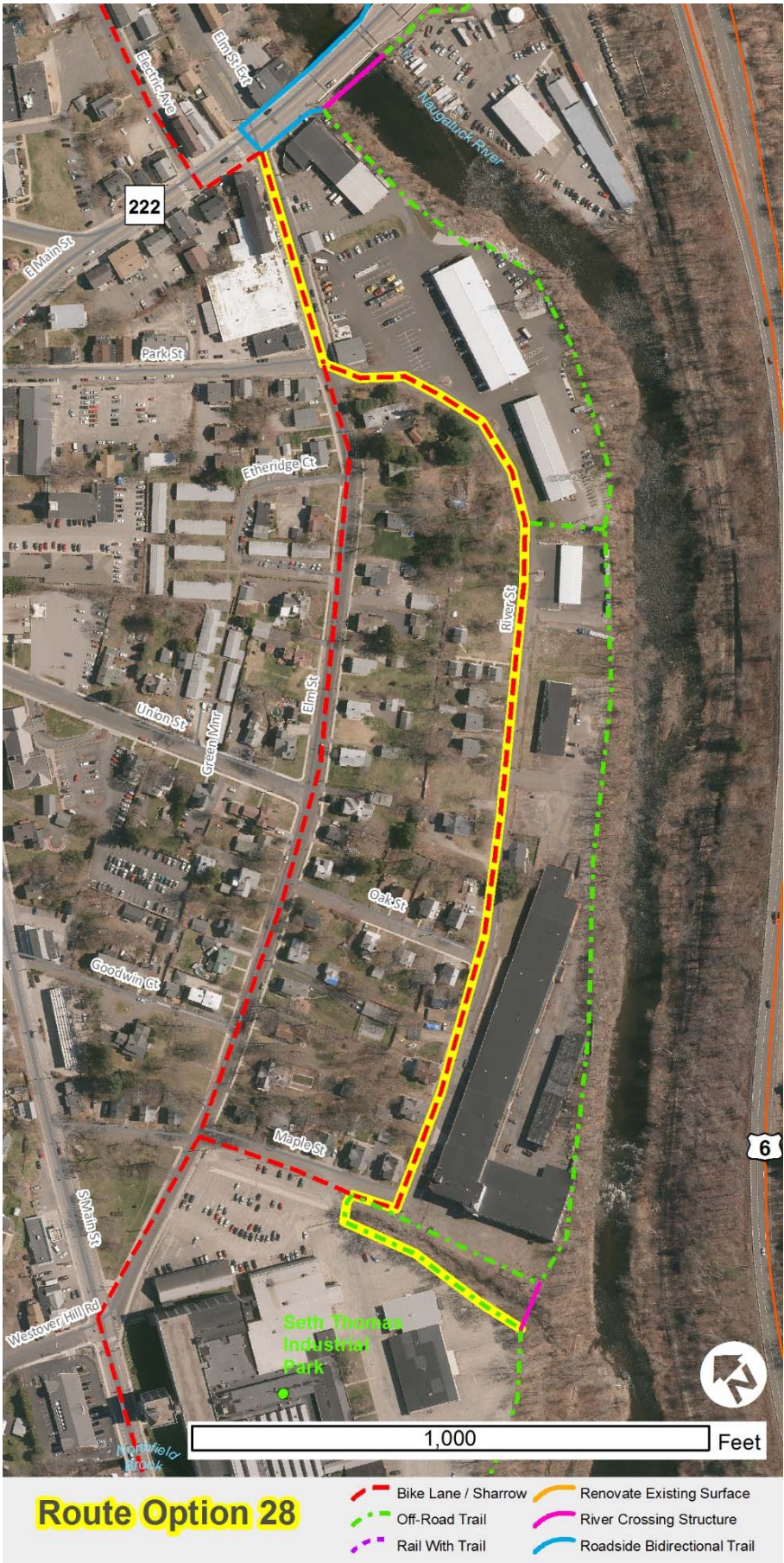
Intersection of Maple and River Streets



River Street



River Street



East Main Street to Clock Factory

Route Option 29

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street and River Street either as a shared-use path or separate bike lane to Maple Street where it travels southerly along Maple Street east of the drainage swale to the top of the bank of the Naugatuck River.

Safety and
Suitability
Matrix Score
52

- Benefits**
 - Takes advantage of low traffic volumes and speed limit on River St
 - Uses existing sidewalk and establishes bike lanes along portion of Elm Street
- Challenges**
 - Requires coordination/easement from private property
 - On-street parking
 - Partial sidewalks and steep slopes on River St
 - Structure needed to cross ravine



Ravine between Seth Thomas and 200 River Street



Intersection of Maple and River Streets



River Street



River Street

Right-of-Way Impact

Low - The route is entirely within public right-of-way along Elm and River Street and depending upon alignment may require easement along Maple Street.

Environmental Impact

Low – crossing of ravine

Estimated Costs

Trail Construction:	\$135,000
Bridge Construction:	\$360,000
Engineering Design:	\$16,200
Total:	\$511,200



East Main Street to Clock Factory

Route Option 30

Begins at intersection of E. Main Street and Elm Street, travels along Elm Street and traverses between the Milestone Marble & Granite property and Storage Facility property either as a shared-use path or separate bike lane, continues along the top of slope and parallel to the River and at the rear of several private properties as a multi-use path where it connects back to Maple Street via the Hayden Machinery property. Then northerly along Maple Street and onto Seth Thomas property and east side of parking lot to top of the bank of the River.

Safety and
Suitability
Matrix Score
72

Benefits

- Excellent view of and proximity to the River
- Minimal impact to on-street parking

Challenges

- Reconfiguring Seth Thomas Industrial Park parking lot
- Requires coordination with private property owners
- Steep slope on River Street
- Furthest from downtown

Right-of-Way Impact

Moderate - The route is entirely within public right-of-way along Elm and River Street and will require easements from property owners along River Street.

Environmental Impact

Moderate – trail development along river bank

Estimated Costs

Trail Construction:	\$1,435,000
Bridge Construction:	\$0
Engineering Design:	\$172,200
Total:	\$1,607,200



Ravine between Seth Thomas and 200 River Street



Intersection of Maple and River Streets



Tight geographies and steep slopes behind businesses on River Street



East Main Street to Clock Factory

Route Option 31

Begins at intersection of E. Main Street and Elm Street, travels along Elm Street and traverses between the Milestone Marble & Granite property and Storage Facility property either as a shared-use path or separate bike lane, continues along the top of slope and parallel to the River and at the rear of several private properties as a multi-use path where it crosses over the existing drainage swale via a new structure (X-9).

Safety and Suitability Matrix Score 65

Benefits

- Provides excellent view of and proximity to the River
- Minimal impact to on-street parking

Challenges

- Structure needed to cross ravine
- Requires coordination with private property owners
- Steep slope and lack of sidewalks on River Street
- Furthest from downtown Thomaston

Right-of-Way Impact

Moderate - The route is entirely within public right-of-way along Elm and River Street and will require access easement from every property owner along River Street.

Environmental Impact

None

Estimated Costs

Trail Construction:	\$1,175,000
Bridge Construction:	\$360,000
Engineering Design:	\$141,000
Total:	\$1,676,000



Ravine between Seth Thomas and 200 River Street



Intersection of Maple and River Streets



Tight geographies and steep slopes behind businesses on River Street



East Main Street to Clock Factory

Route Option 32

Begins at the intersection of East Main Street and Elm Street, travels along Elm Street and River Street either as a shared-use or path or separate bike lane, to Maple Street, travels northerly along Maple Street to Elm Street, travels westerly along Elm Street to South Main Street.

Safety and
Suitability
Matrix Score
47

Benefits

- Takes advantage of low traffic volumes and speed limit on River St
- Uses existing sidewalk and establishes bike lanes along portion of Elm Street

Challenges

- Reconfiguring Seth Thomas Industrial Park parking lot
- Steep slope and lack of sidewalks on River Street
- On-street parking

Right-of-Way Impact

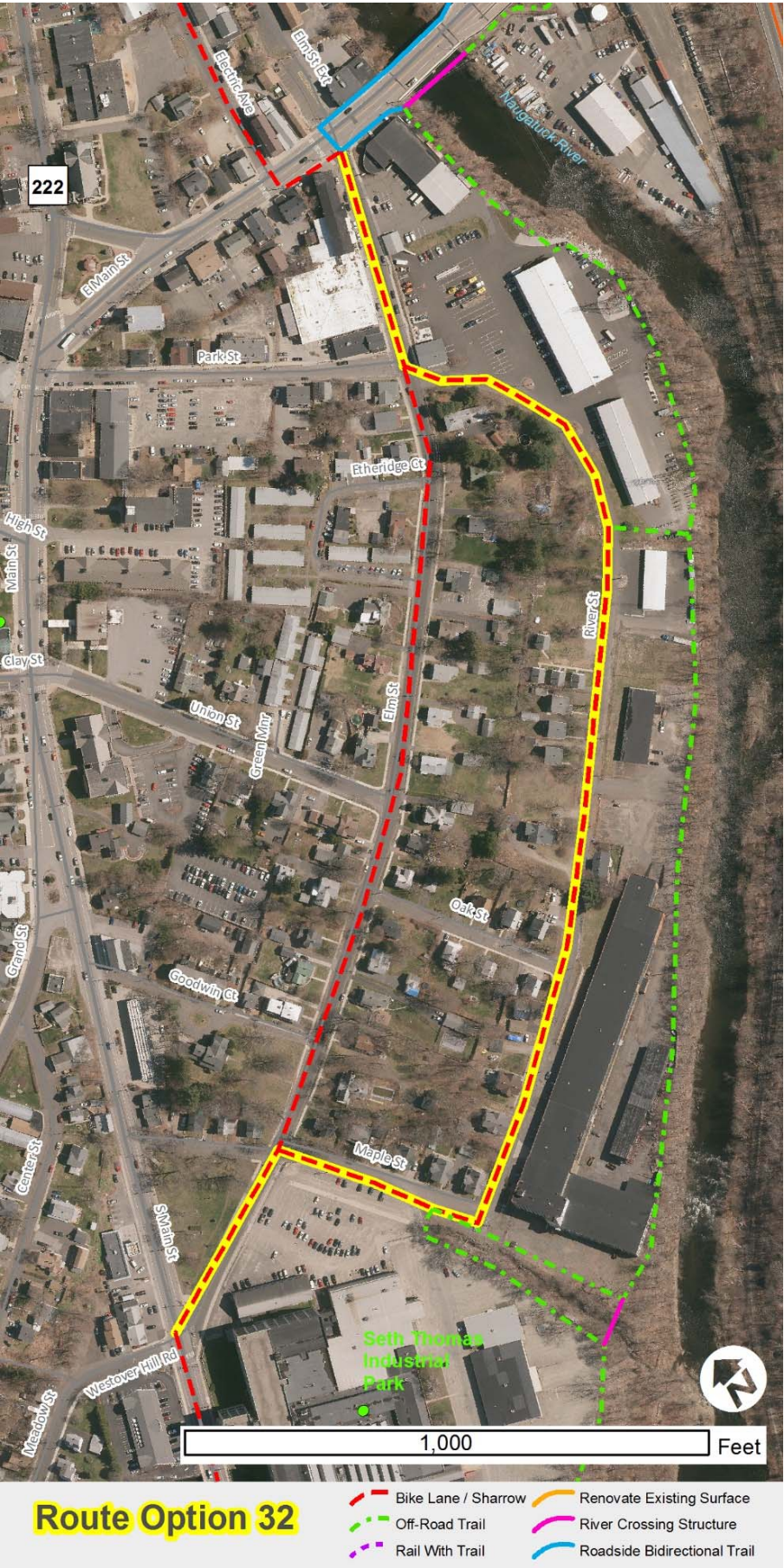
None - The route is entirely within public right-of-way.

Environmental Impact

None

Estimated Costs

Trail Construction:	\$25,000
Bridge Construction:	\$0
Engineering Design:	\$3,000
Total:	\$28,000



River Street



River Street



Intersection of Maple and River Streets

East Main Street to Clock Factory

Route Option 33

Begins at the west bank of the Naugatuck River south of the existing bridge carrying East Main Street over the River, then travels southerly along the top of the west bank of the River to the end of Maple Street, passing between businesses and the top of the river bank. Crosses ravine with a new pedestrian bridge.

Safety and Suitability Matrix Score 78

Benefits

- Close to the river
- Entirely separated from motor vehicles

Challenges

- Requires coordination with every property owner along River Street
- Limited space behind some properties
- Away from downtown Thomaston
- Structure needed to cross ravine

Right-of-Way Impact

High - Requires access easements from every property owner along River Street.

Environmental Impact

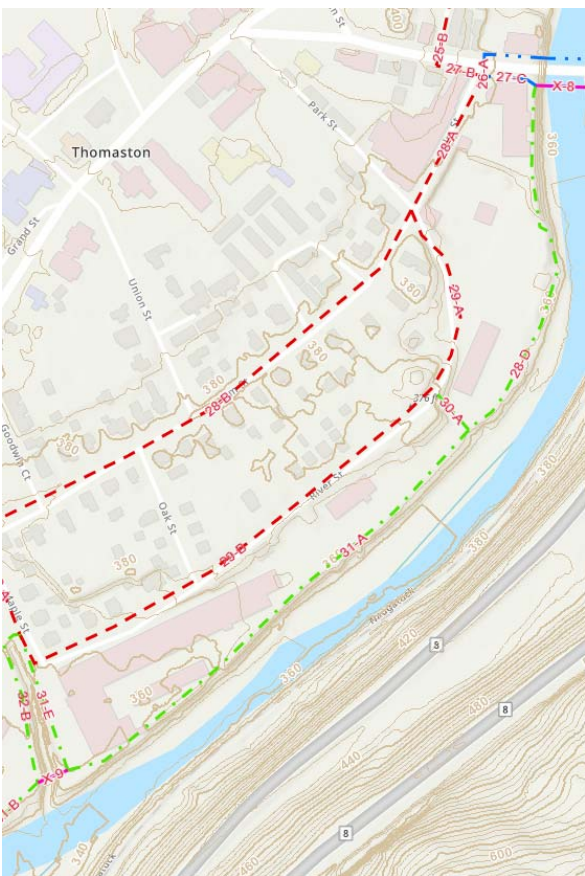
Moderate to High – development of trail along river bank

Estimated Costs

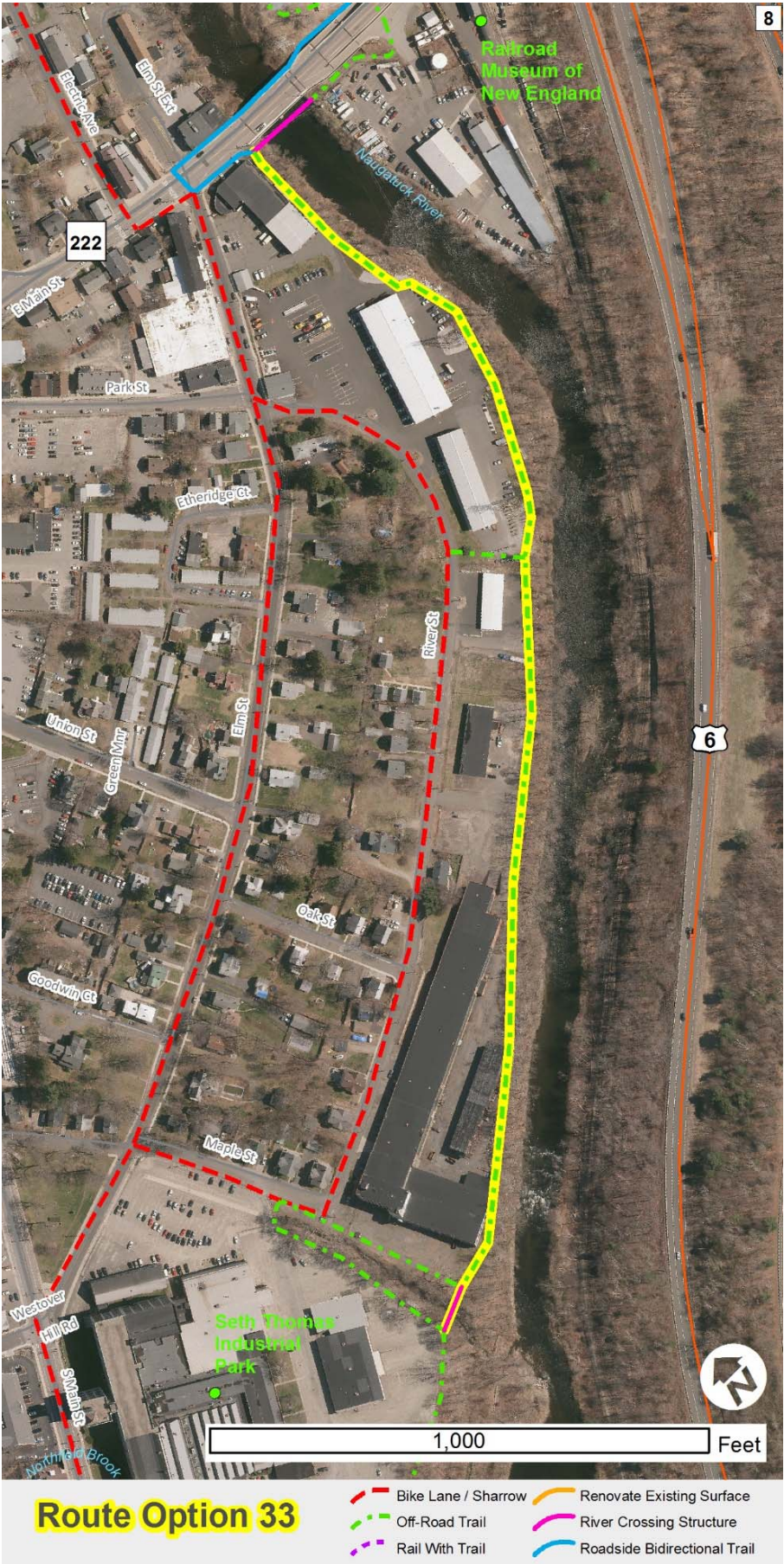
Trail Construction:	\$1,870,000
Bridge Construction:	\$360,000
Engineering Design:	\$224,400
Total:	\$2,454,400



Ravine between Seth Thomas and 200 River Street



Tight geographies and steep slopes behind businesses on River Street



East Main Street to Clock Factory

Route Option 34

Begins at the west bank of the Naugatuck River south of the existing bridge carrying East Main Street over the river, then travels southerly along the top of the west bank of the river to the end of Maple Street where travels northerly along Maple Street, enters Seth Thomas property, travels along east side of parking lot to the top of the bank of the Naugatuck River.

Safety and Suitability Matrix Score 82

Benefits

- Close to the river
- Entirely separated from motor vehicles

Challenges

- Requires coordination with every property owner along River Street
- Limited space at some locations
- Away from downtown Thomaston
- Coordination needed with Seth Thomas Industrial Park parking lot

Right-of-Way Impact

Moderate - Requires access easements from every property owner along River Street.

Environmental Impact

Moderate to High – development of trail along river bank

Estimated Costs

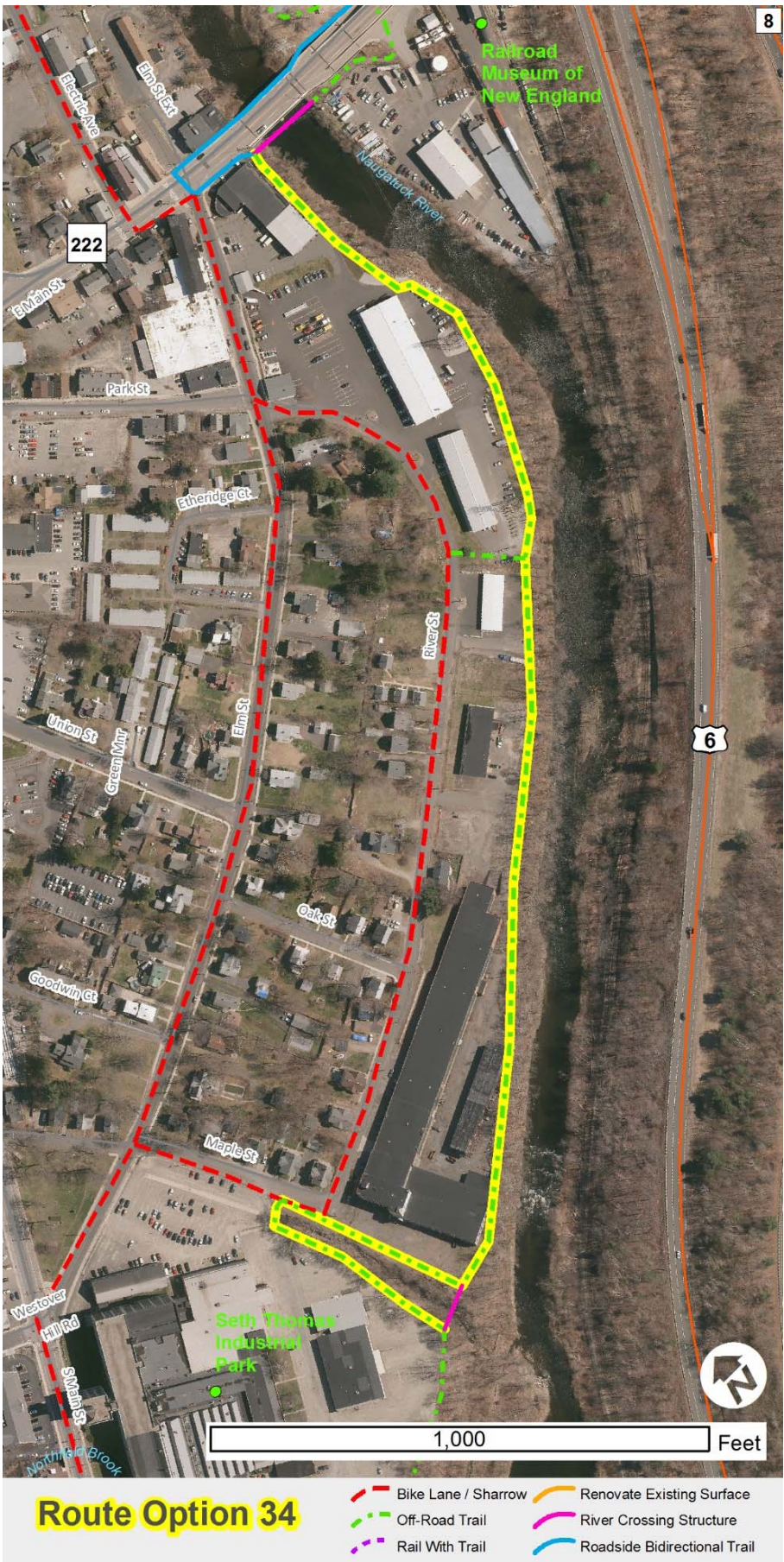
Trail Construction:	\$2,130,000
Bridge Construction:	\$0
Engineering Design:	\$255,600
Total:	\$2,385,600



Intersection of Maple and River Streets



Tight geographies and steep slopes behind businesses on River Street



East Main Street to Clock Factory

Route Option 35

Begins at the west bank of the Naugatuck River south of the existing bridge carrying East Main Street over the River, then travels southerly along the top of the west bank of the River and traverses between the Milestone Marble & Granite property and Storage Facility property, then along River Street to Maple Street, travels northerly along Maple Street then westerly along Elm Street to South Main Street.

Safety and Suitability Matrix Score 60

Benefits

- Closer to river while maintaining connection to downtown Thomaston
- Takes advantage of low traffic volumes and speed limit on River St

Challenges

- Requires coordination with several property owners along River Street
- Steep slope and lack of sidewalk on River Street
- Requires coordination with Seth Thomas Industrial Park parking lot

Right-of-Way Impact

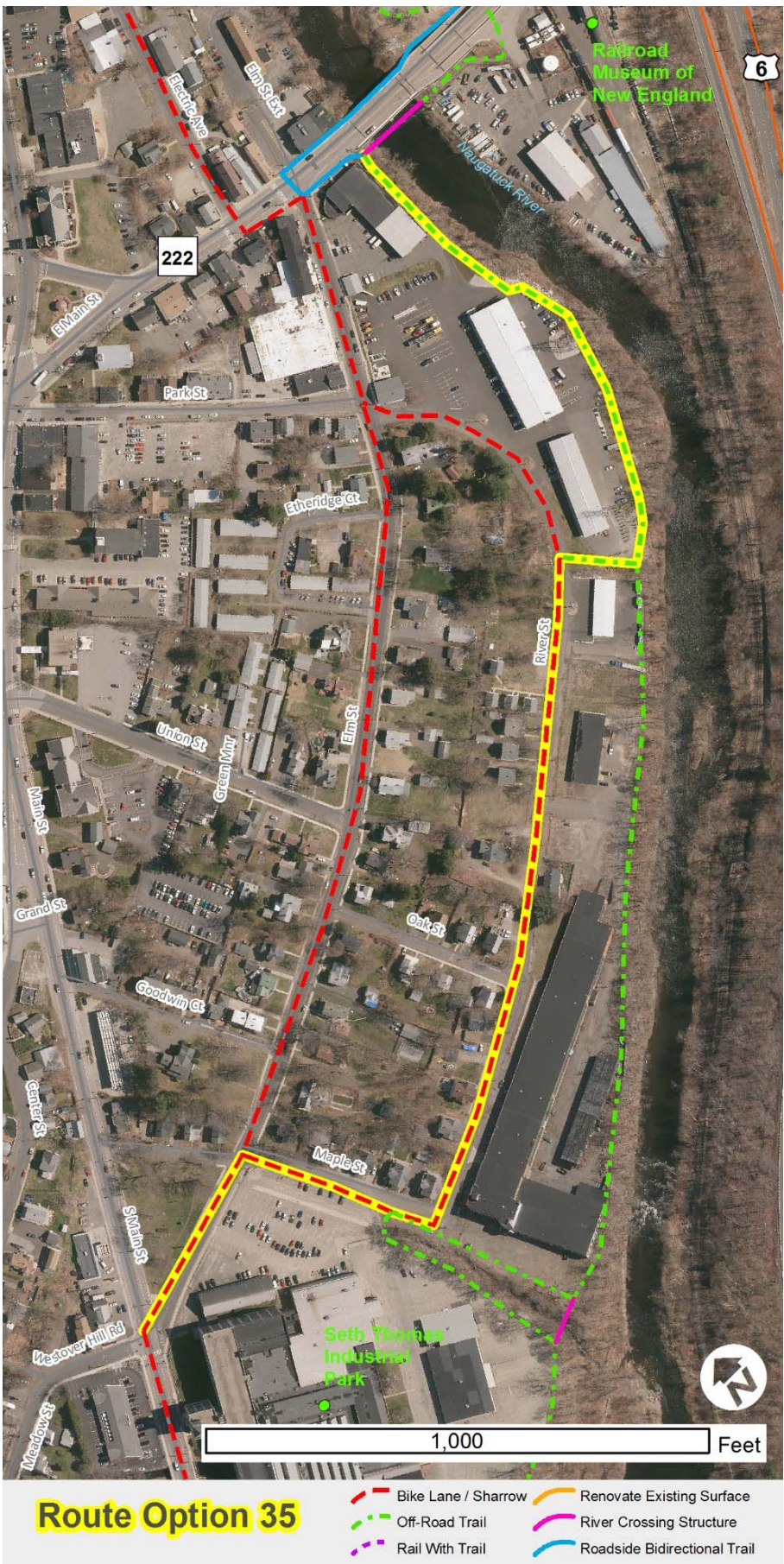
Moderate - Requires access easements from several property owners along River Street.

Environmental Impact

Moderate – development of trail along river bank

Estimated Costs

Trail Construction:	\$800,000
Bridge Construction:	\$0
Engineering Design:	\$96,000
Total:	\$896,000



River Street



River Street



Intersection of Maple and River Streets

East Main Street to Clock Factory

Route Option 36

Begins at the west bank of the Naugatuck River south of the existing bridge carrying East Main Street over the river, then travels northerly between the Milestone Marble & Granite property and Storage Facility property, travels southerly along River Street to Maple Street, then northerly along Maple Street to Elm Street.

Safety and Suitability Matrix Score 68

Benefits

- Utilizes proximity to River before potential space between buildings and River narrows
- Takes advantage of low traffic volumes and speed limit on River St

Challenges

- Requires coordination with several property owners along portion of River Street
- Steep slope and lack of sidewalk on River Street

Right-of-Way Impact

Moderate - Requires access easements from several property owners along River Street.

Environmental Impact

Moderate – development of trail along river bank

Estimated Costs

Trail Construction:	\$930,000
Bridge Construction:	\$0
Engineering Design:	\$111,600
Total:	\$1,041,600



River Street



River Street



Intersection of Maple and River Streets



East Main Street to Clock Factory

Route Option 37

Begins at the west bank of the Naugatuck River south of the existing bridge carrying East Main Street over the River, then travels northerly between the Milestone Marble & Granite property and Storage Facility property, travels southerly along River Street to Maple Street, then southerly along Maple Street to the top of the bank of the Naugatuck River.

Safety and
Suitability
Matrix Score
66

Benefits

- Utilizes proximity to River before potential space between buildings and River narrows
- Takes advantage of low traffic volumes and speed limit on River St

Challenges

- Requires coordination with several property owners
- New pedestrian bridge over ravine
- Steep slope and no sidewalks along River Street

Right-of-Way Impact

Moderate - Requires access easements from several property owners along River Street.

Environmental Impact

Moderate – development of trail along river bank/ ravine crossing

Estimated Costs

Trail Construction:	\$910,000
Bridge Construction:	\$360,000
Engineering Design:	\$109,200
Total:	\$1,379,200



River Street



River Street



Ravine between Seth Thomas and 200 River Street

Clock Factory to Thomaston Plaza

Route Option 38

Begins at the intersection of South Main and Elm Street then travels south along South Main Street with on-road improvements for bicycles, and pedestrians following existing sidewalks. Then it travels east along access driveway to the rear of the Thomaston Fire Department, then south along the top of the bank to the Naugatuck River to the rear of the ConnDOT property.

Safety and Suitability Matrix Score
77

Benefits

- Ability to connect to Fire Department/ConnDOT parking
- Avoids crossing Northfield Brook

Challenges

- On-road safety concerns
- Tight geography behind self storage facility

Right-of-Way Impact

Moderate- Some private property easements required

Environmental Impact

Moderate – development of trail along river bank

Estimated Costs

Trail Construction:	\$795,000
Bridge Construction:	\$0
Engineering Design:	\$95,400
Total:	\$890,400



Underutilized parking behind DOT



View Along S. Main Street



Potential improvements to South Main Street – Dedicated Bike Lanes



Clock Factory to Thomaston Plaza

Safety and
Suitability
Matrix Score
74

Route Option 39

Begins at the intersection of South Main and Elm Street then travels south along South Main Street on-road improvements for bicycles, and pedestrians following existing sidewalks. Then it travels east along McMahon Drive and south along the top of the bank of the Naugatuck River behind the ConnDOT property and several businesses to the north side of the State Route 8 SB exit



Underutilized parking behind DOT



View Along S. Main Street



Potential improvements to South Main Street – Dedicated Bike Lanes

Benefits

- Ties into local businesses
- Avoids pinch point behind self-storage property

Challenges

- On-road safety concerns
- Avoids tie-in opportunity with Fire Department

Right-of-Way Impact

Low to moderate- Requires access easement from municipality and ConnDOT, possible impacts to some private properties.

Environmental Impact

Moderate– development of trail along river bank

Estimated Costs

Trail Construction:	\$640,000
Bridge Construction:	\$0
Engineering Design:	\$76,800
Total:	\$716,800



Clock Factory to Thomaston Plaza

Safety and
Suitability
Matrix Score
85

Route Option 40 – Preferred Route

Begins at the existing drainage swale and travels south along the top of the bank of the Naugatuck River, crossing Northfield Brook on a new pedestrian bridge. Follows behind several businesses, the firehouse and ConnDOT property to the north side of the Route 8 SB exit ramp.

Benefits

- Route is entirely off-road
- Excellent connection to the River
- Numerous opportunities for trailheads, parking and trail access

Challenges

- Several private properties impacted
- Pinch point behind Self-storage facility
- Conflicts with Northfield Brook/existing wetlands

Right-of-Way Impact

Moderate to High—requires access easements from ConnDOT and private property owners

Environmental Impact

High – Crossing/boardwalk over Northfield Brook needed, as well as wetlands conflicts

Estimated Costs

Trail Construction:	\$1,295,000
Bridge Construction:	\$360,000
Engineering Design:	\$155,400
Total:	\$1,810,400



Underutilized parking behind DOT



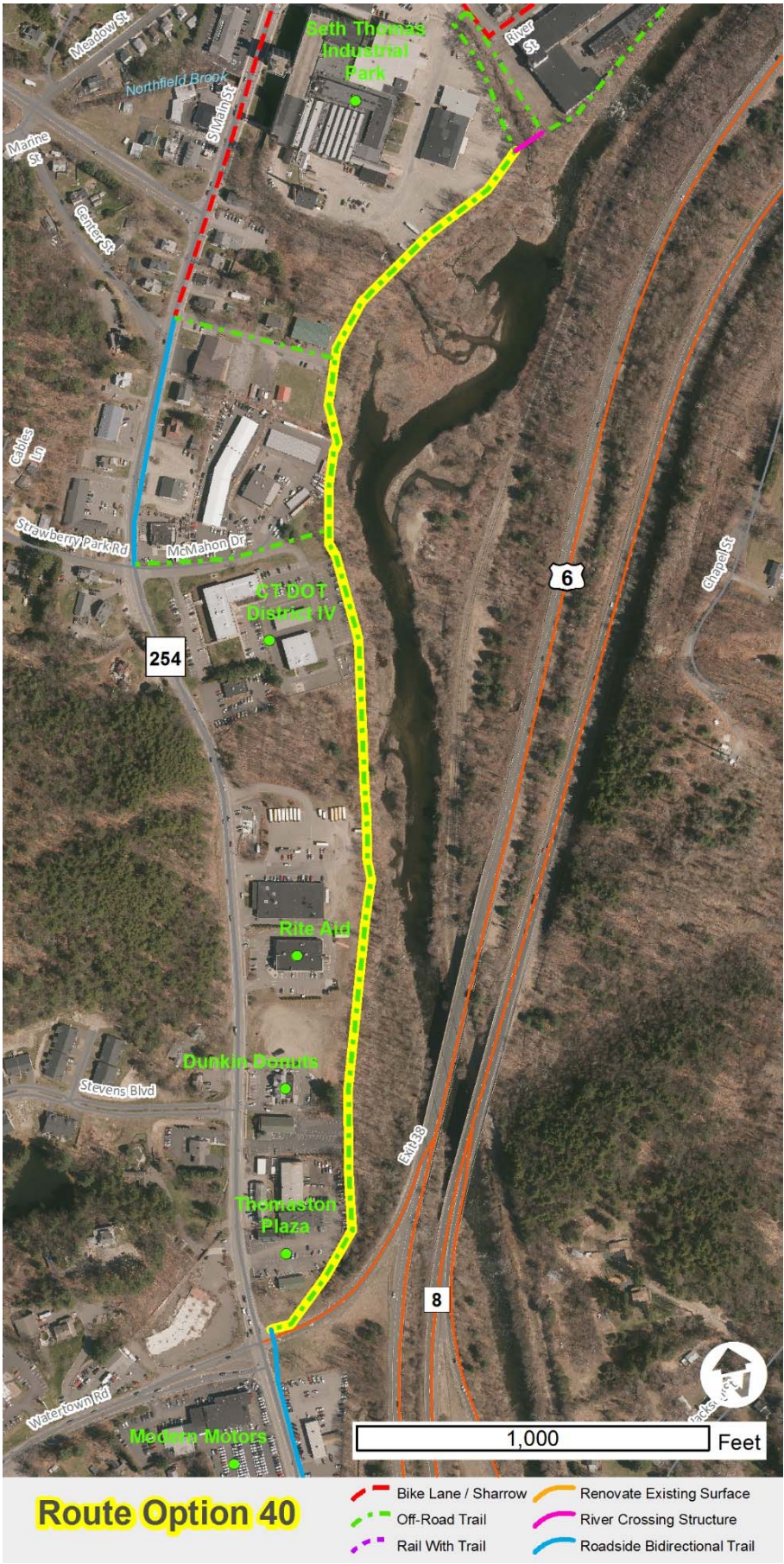
Artists rendering of proposed trail behind businesses on South Main Street



View behind Thomaston Firehouse and Ambulance



Artists rendering of new pedestrian crossing at Route 8 SB Exit 30 off-ramp



Clock Factory to Thomaston Plaza

Route Option 41

Begins at the existing drainage swale and travels westerly along the top of the bank of the Naugatuck River and turns westerly along the Thomaston Fire Department property to South Main Street. It then travels southerly along South Main Street onto McMahon Drive to the top of the bank of the Naugatuck River and the rear of the ConnDOT property.

Safety and
Suitability
Matrix Score
82

Benefits

- Numerous opportunities for trailheads, parking, and trail access
- Provides alternative if width unavailable at rear of self-storage property

Challenges

- Requires coordination with several property owners
- On-road safety concerns

Right-of-Way Impact

Moderate – will require access easements from ConnDOT and private commercial property owners

Environmental Impact

Moderate to High – development of trail along river bank and crossing of Northfield Brook

Estimated Costs

Trail Construction:	\$1,150,000
Bridge Construction:	\$360,000
Engineering Design:	\$138,000
Total:	\$1,648,000



Underutilized parking behind DOT



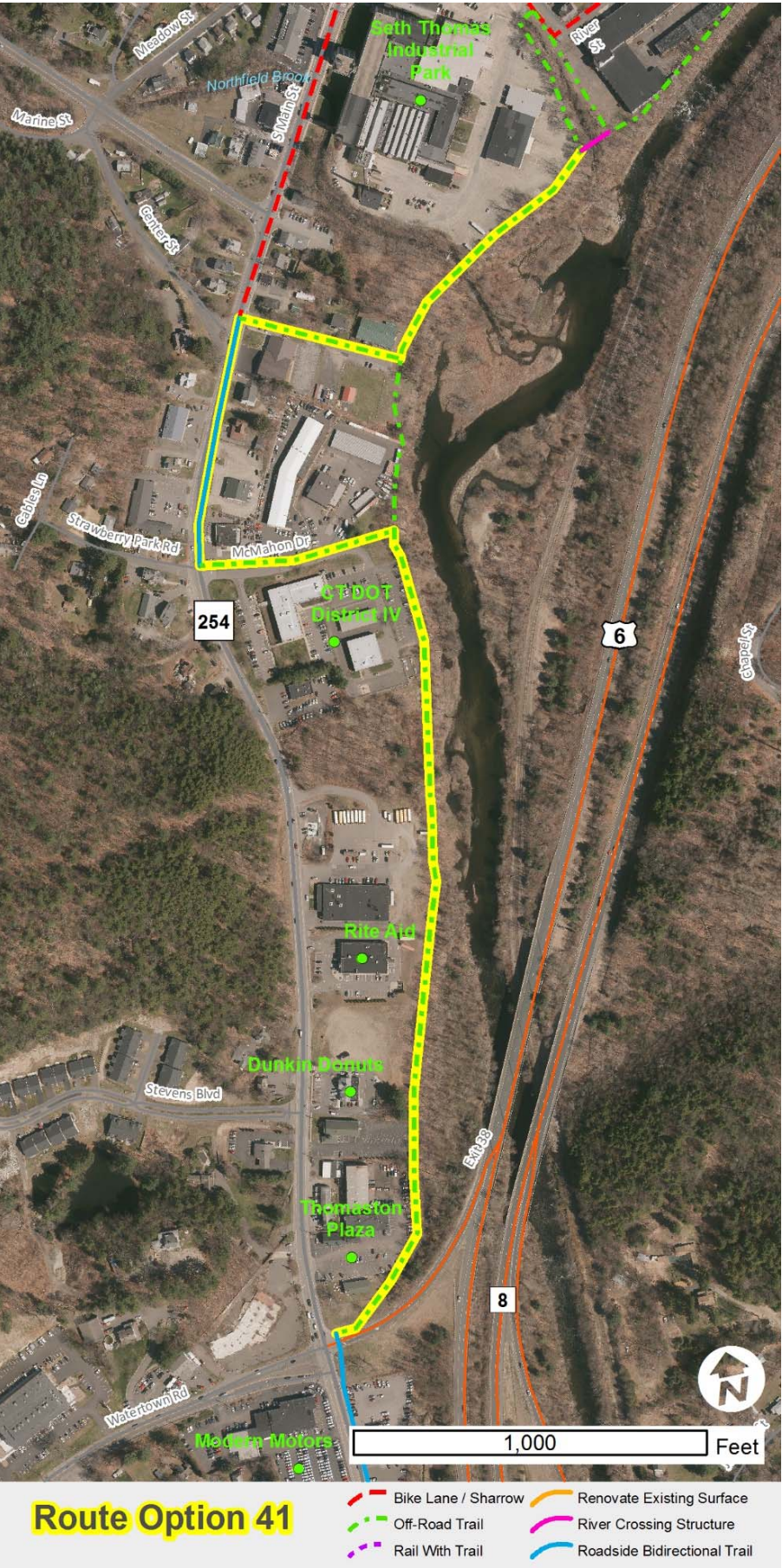
Artists rendering of proposed trail behind businesses on South Main Street



Intersection of South Main Street and McMahon Drive



Artists rendering of new pedestrian crossing at Route 8 SB Exit 30 off-ramp



Thomaston Plaza to WPCA

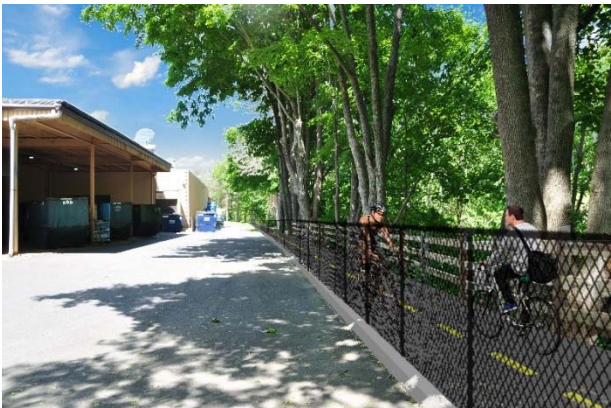
Safety and
Suitability
Matrix Score
71

Route Option 43

Begins at south side of State Route 8 SB exit ramp and travels south along Waterbury Road as a separate bi-directional path before turning onto the access drive to the ConnDOT storage shed where it continues along the west bank of the River, traversing under the Reynolds Bridge and behind the Stewart EFI property, exiting onto Old Waterbury Road via the south EFI driveway connecting to the WPCA facility.



Artists rendering of proposed trail in front of auto dealer on Route 6



Artists rendering behind Stewart EFI shipping and receiving



Residences on Old Waterbury Road

Benefits

- Access to Reynolds Bridge vista
- Less impact to property owners
- Avoids rear of residential properties

Challenges

- Requires safe separation along Waterbury Road
- Requires coordination with Stewart EFI

Right-of-Way Impact

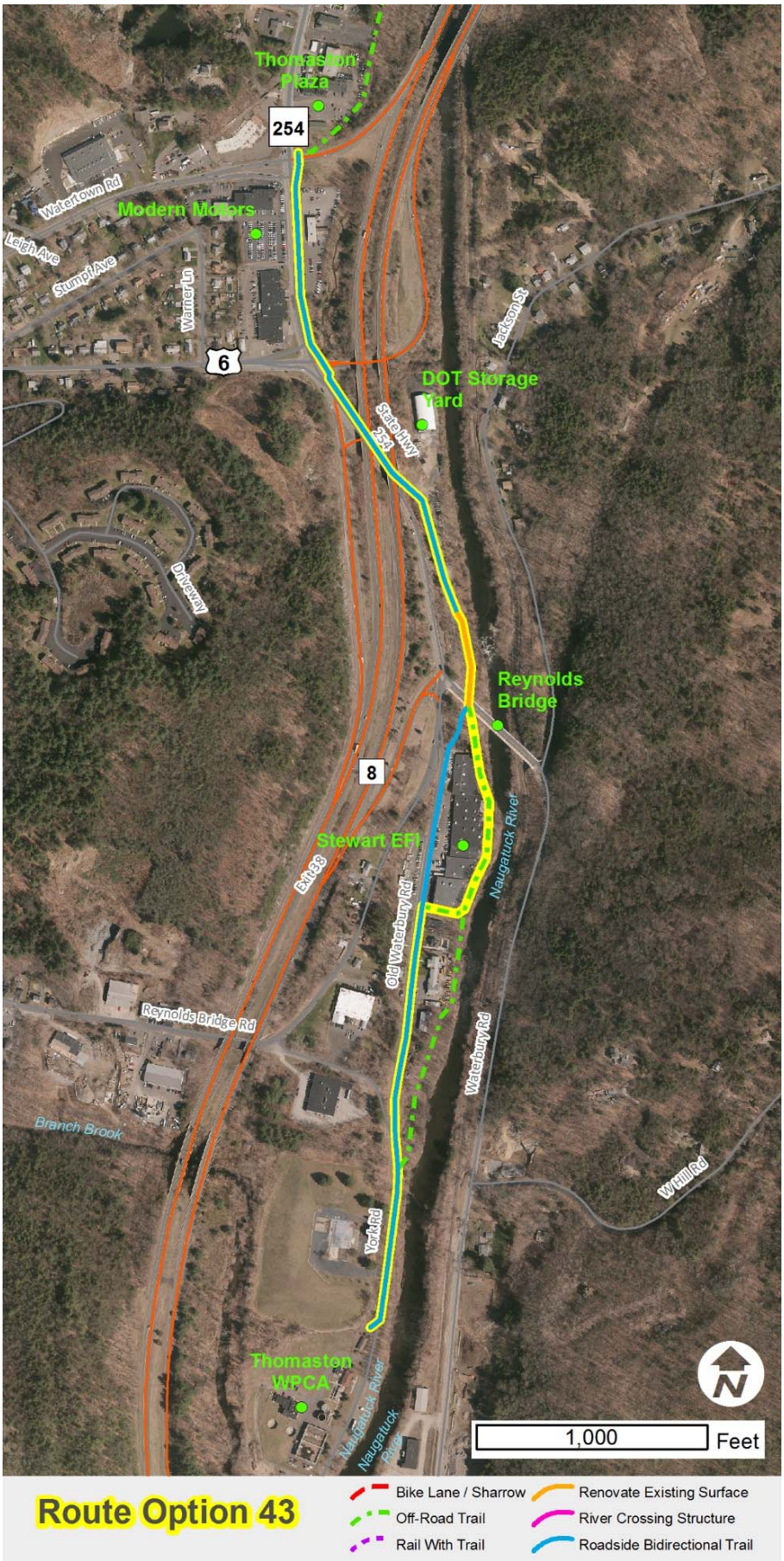
Moderate –requires access easements from ConnDOT and private commercial property

Environmental Impact

Moderate – Along bank of River behind residential and commercial properties

Estimated Costs

Trail Construction:	\$1,505,000
Bridge Construction:	\$0
Engineering Design:	\$180,600
Total:	\$1,685,600



Thomaston Plaza to WPCA

Safety and Suitability Matrix Score 67

Route Option 44

Begins at the south side of the State Route 8 SB exit ramp and travels south along Waterbury Road as a separate bi-directional path before turning onto the access drive to the ConnDOT storage shed where it continues along the west bank of the Naugatuck River, traversing under the Reynolds Bridge before connecting to Old Waterbury Road and the WPCA facility.

Benefits

- Access to Reynolds Bridge vista
- Minimal impact to property owners

Challenges

- Requires safe separation along Old Waterbury Road
- Limited roadway width
- Coordination needed with Stewart EFI to minimize impacts to parking and access

Right-of-Way Impact

Moderate –requires access easements from ConnDOT and private commercial (Stewart EFI) property

Environmental Impact

Low – uses existing roadways and abandoned railbed

Estimated Costs

Trail Construction:	\$930,000
Bridge Construction:	\$0
Engineering Design:	\$111,600
Total:	\$1,041,600



Artists rendering of proposed trail in front of auto dealer on Route 6



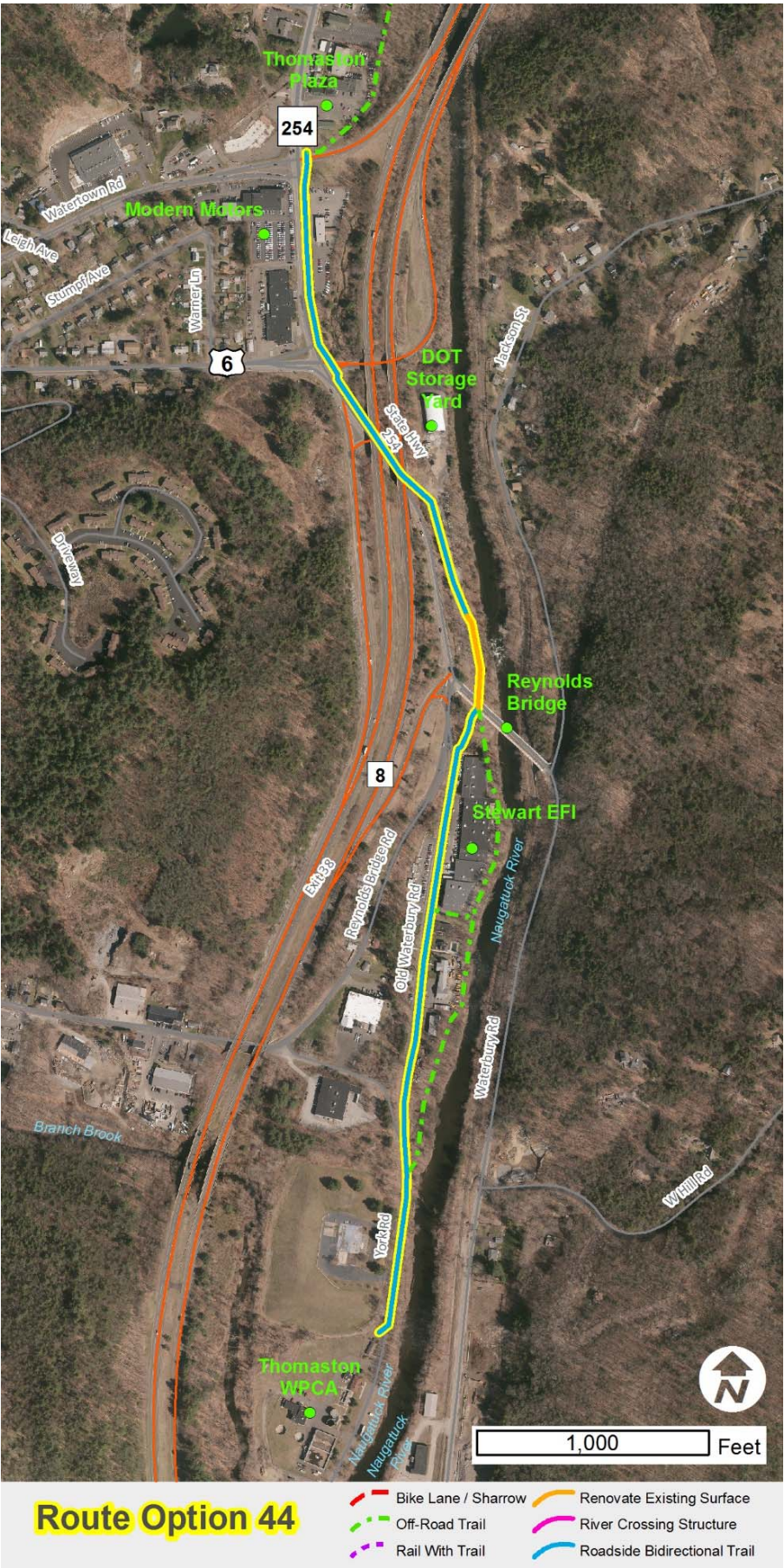
Abandoned trolley bed under Reynolds Bridge



Rendering of the proposed trail just North of EFI



Residences on Old Waterbury Road



Thomaston Plaza to WPCA

Safety and Suitability Matrix Score 87

Route Option 45

Begins at south side of State Route 8 SB exit ramp, travels southerly along Waterbury Rd as separate bi-directional path, turns onto access drive to ConnDOT storage shed, continues along west bank of River. It then continues under Reynolds Bridge, connecting to Old Waterbury Rd, turning easterly along Stewart EFI driveway and southerly along west bank of River, back onto Old Waterbury Rd and to the WPCA facility.



Artists rendering of proposed trail in front of auto dealer on Route 6



Abandoned trolley bed under Reynolds Bridge



Rendering of the proposed trail just North of EFI

Benefits

- Provides excellent connection to the River
- Access to Reynolds Bridge vista
- Less impact to Stewart EFI

Challenges

- Requires safe separation along Waterbury and Old Waterbury Road
- Require access easement to Stewart EFI driveway
- Requires coordination with other private proeptries

Right-of-Way Impact

Moderate to High – Will require access easements from ConnDOT and private commercial and residential properties.

Environmental Impact

Low to Moderate– Trail proposed along top of riverbank behind businesses and residences on Old Waterbury Road

Estimated Costs

Trail Construction:	\$1,375,000
Bridge Construction:	\$0
Engineering Design:	\$165,000
Total:	\$1,540,000

